

To: Councillor Page (Chair);
Councillors David Absolom, Ayub, Davies,
Duveen, Hacker, Hopper, Jones, Terry,
Whitham and Willis.

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17 June 2014

Your contact is: **David Moore - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 25 JUNE 2014

A meeting of the Traffic Management Sub-Committee will be held on Thursday 25 June 2014 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

	<u>PAGE</u> <u>NO</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - READING STATION REDEVELOPMENT/COW LANE VIADUCT	-

Members of the public attending the meeting will be invited to participate in discussion of the above items. All speaking should be through the Chair.

This section of the meeting will finish by **7.30 pm.**

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 13 MARCH 2014	-	1
3. DECLARATIONS OF INTEREST	-	-
4. QUESTIONS FROM COUNCILLORS	-	-
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-	-
5. PETITIONS		
(A) PETITION TO REDUCE THE OPERATIONAL TIMES OF THE TOWN CENTRE ACCESS RESTRICTION	ABBEY	15
To report the receipt of a petition asking the Council to reduce the operational times of the current Town Centre access restriction.		
(B) PETITION FOR AN INVESTIGATION INTO RESIDENTS PARKING HOURS OF OPERATION FOR EAST NEWTOWN	PARK	18
To report the receipt of a petition from some residents of Liverpool Road requesting longer visitor hours in the residents parking area of East Newtown.		
(C) PETITIONS FOR ACTION AGAINST PARKING ON PAVEMENTS ON LOWER BULMERSHE ROAD AND HAMILTON ROAD	PARK	21
To report the receipt of two petitions requesting action against vehicles parking on the pavements within Hamilton Road and the lower section of Bulmershe Road.		
(D) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. WENSLEY ROAD AREA PARKING SURVEY - RESPONSE	MINSTER	24
To report the response to a parking survey submitted to the March 2014 meeting of the Sub-Committee regarding parking issues in Wensley Road.		
7. PETITION UPDATE - DOUBLE PARKING ON THE WOKINGHAM ROAD	PARK	27
To update the Sub-Committee on an investigation carried out by officers following the submission of a petition to Council on 25 March 2014.		

CIVIC CENTRE EMERGENCY EVACUATION: Please familiarise yourself with the emergency evacuation procedures, which are displayed inside the Council's meeting rooms. If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble at the Hexagon sign, at the start of Queen's Walk. You will be advised when it is safe to re-enter the building.

8.	FOOTWAY AND VERGE PARKING BAN UPDATE - SOUTHCOTE To report the results of the second informal consultation on the proposed experimental footway and verge parking ban in the Southcote area.	SOUTHCOTE	32
9.	OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS To consider objections received to Traffic Regulation Orders advertised since Sub Committee's meeting in March 2014.	ABBEY/REDLANDS/ PARK	36
10.	BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION To seek approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.	ALL WARDS	59
11.	88 YORK ROAD, TRANSPORT ISSUES FOLLOWING PLANNING PERMISSION FOR NEW DWELLING To seek authority to carry out statutory consultation on a traffic regulation order to implement extensions to the existing Residents Parking Only bays in York Road.	ABBEY	87
12.	DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS To seek authority to undertake an informal consultation with residents on highway proposals for the Dee Park Estate.	NORCOT	90
13.	VALPY STREET - ALTERATIONS TO BUS STANDS AND PARKING BAYS To seek approval to commence the statutory process to amend the existing parking layout in Valpy Street, in the vicinity of Minerva House.	ABBEY	106
14.	HIGHWAY MAINTENANCE UPDATE To note the current position regarding additional pothole repairs.	BOROUGHWIDE	111
15.	PARKING ENFORCEMENT CONTRACT To inform the Sub-Committee of an ongoing procurement process in relation to the tendering for a contractor for Parking enforcement services.	BOROUGHWIDE	122
16.	CONSULTATION ON THE DRAFT TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS (TSRGD) 2015 BY CENTRAL GOVERNMENT To inform the Sub-Committee of a review of the Traffic Signs Regulations & General Directions (TSRGD) 2015 currently being undertaken by central government.	BOROUGHWIDE	125
17.	READING STATION - HIGHWAY WORKS UPDATE To provide a progress update on the Reading Station Redevelopment Project and the associated highway works and highlight the key programme dates for future works associated with Reading Station.	ABBEY/BATTLE	131
18.	EAST AREA TRANSPORT STUDY UPDATE To update the Sub-Committee on progress with the East Area Transport Study.16.	REDLANDS/ KATESGROVE/PARK /ABBEY	136

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| 19. | LOCAL SUSTAINABLE TRANSPORT FUND UPDATE
To update the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package and the LSTF Large Partnership Package. | BOROUGHWIDE | 139 |
| 20. | CYCLE FORUM MEETING NOTES
To inform the Sub-Committee of the discussions and actions arising from the April 2014 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy. | BOROUGHWIDE | 145 |

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

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| 21. | APPLICATIONS FOR DISCRETIONARY PARKING PERMITS
To consider appeals against the refusal of applications for the issue of discretionary parking permits. | 151 |
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DATE AND TIME OF NEXT MEETING:

Thursday 11 September 2014 at 6.30 pm

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 MARCH 2014

Present: Councillors Page (Chair), Ayub, Davies, Duveen, Hacker, Hopper, T Jones, Rodda, Terry, Whitham and Willis.

Also in attendance: Councillor D Edwards.

Apologies: Councillor Anderson.

95. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS

Presentation - Impact of Flooding

Simon Beasley, Network Manager, gave a presentation and answered questions on the impact of recent flooding in the Borough. The presentation focused on the challenges on/off the road network and gave a chronology of events from the beginning of early December 2013 until the present day, the impact of the flooding and details of all those who had helped with flood prevention work and who had helped to support people who had been directly affected by the flooding.

Resolved - That Simon Beasley be thanked for his presentation.

96. MINUTES

The Minutes of the meeting of 16 January 2014 were confirmed as a correct record and signed by the Chair.

97. PETITIONS

Wensley Road - Coley Park Area Survey

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a survey that had been carried out by Alok Sharma MP related to parking within the Coley Park area.

The report stated that a survey had been carried out by Alok Sharma MP relating to parking within the Coley Park area. The Council was not consulted about, or involved in the production of the survey or had any knowledge of how it was presented to residents and how the questions were asked. However, a summary of results had been sent to the Council on 23 January 2014. A copy of the summary of results was attached to the report at Appendix 1.

A press statement was provided by Councillor Page, as Lead Councillor for Strategic Environment, Planning and Transport, on receipt of the survey results in response to enquiries from the press and a copy of the statement was included in the report.

Resolved:

- (1) That the report be noted;
- (2) That the issue of parking within Wensley Road be investigated and a further report be submitted to the Sub-Committee for consideration.

98. PETITION FOR A ZEBRA CROSSING ON SOUTHCOTE LANE - UPDATE

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Further to Minute 72(1) of the meeting held on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the resultant review of the petition received from residents of Southcote requesting a zebra crossing on Southcote Lane near the Circuit Lane roundabout.

The report stated that officers proposed to investigate the request for a formal crossing as raised by the petition that was submitted to the January 2014 meeting within the Local Sustainable Transport Fund (LSTF) active travel initiative where resources were available.

There were a number of locations being considered for improved pedestrian facilities as part of LSTF active travel and in this case a pedestrian crossing facility already existed in the form of a pedestrian island in the middle of the road. In response to the petition it would be necessary to review the use of and safety history of the existing island.

The report explained that the requirements for pedestrian facilities were laid down by central government where the Council was obliged to measure the demand by a pedestrian/vehicle count. The count determined the type of facility to cater for the demand and would be submitted to a future meeting as part of the LSTF update report.

Resolved -

- (1) That the report be noted;
- (2) That the request for a zebra crossing on Southcote Lane be investigated through the Local Sustainable Transport Fund active travel initiative where a count would be taken and the results reported to a future meeting.

99. NORCOT ROAD - PETITION FOR RESIDENTS PARKING - UPDATE

Further to Minute 72(2) of the meeting held on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the resultant review of the petition from some residents requesting residents parking in Norcot Road.

The report stated that officers proposed to investigate the parking problems that had been raised by residents of Norcot Road within their petition and consider a response as part of the waiting restriction review where resources were available. The list of locations for the next waiting restriction review (see minute 104, below) would form part of the recently introduced six monthly cycle where the locations would be investigated with recommendations made to Ward Councillors prior to the next Sub-Committee meeting. At the next meeting the Sub-Committee would be asked for approval to carry out statutory consultation of those locations where a solution was suggested and where objections were received these would be submitted to the autumn 2014 meeting with officer recommendations. Proposals that would complete the process and gain approval would be implemented during September/October 2014.

Resolved -

- (1) That the report be noted;

- (2) That the parking issues raised by residents in Norcot Road be investigated as a part of the waiting restriction review, where resources were available.

100. HIGHMOOR ROAD/ALBERT ROAD - PETITION FOR A SAFER CROSSROADS - UPDATE

Further to Minute 72(3) of the meeting held on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the resultant review of the petition from residents requesting that the crossroads of Highmoor Road/Albert Road was made safer for pedestrians, cyclists and motor vehicles.

The report stated the officers proposed to investigate the road safety concerns that had been raised by residents within their petition and consider a response as part of the annual road safety review programme and waiting restriction review, where resources were available.

The report explained that the annual road safety programme recommended that resources should be concentrated in the current year to improve road safety for all road users. In addition to the specific locations listed within the programme report 'failed to stop' and 'failed to look properly' had been listed as the highest cause of all accidents within the Borough. Officers therefore proposed to carry out a review of all 'failed to stop' and 'failed to look properly' locations that had resulted in an injury within the previous three years. At the junction of Highmoor Road with Albert Road there had been two injury accidents where drivers had failed to stop when travelling east on Highmoor Road, this was despite both Highmoor Road approaches being a mandatory stop. A more full investigation into these two causation factors would help officers to gain an understanding of what measures were needed to reduce resultant injuries.

The roads would also be added to the next waiting restriction review (see Minute 104, below).

Resolved -

- (1) That the report be noted
- (2) That the road safety concerns raised by residents be considered as part of the annual road safety review and the next waiting restriction review where resources were available.

101. PETITION FOR A REVIEW OF PARKING WITHIN PATRICK ROAD AND TAMESIS PLACE, LOWER CAVERSHAM - UPDATE

Further to Minute 81 of the meeting on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the concerns raised by a resident of Tamesis Place about parking within Patrick Road and the difficulties faced by residents.

The report stated that parking issues in Lower Caversham had previously been reported following a survey that had been carried out by Councillor Davies, a Ward Councillor for Caversham. Officers had been working through all the points and issues that had been raised and the next stage was to arrange a consultation exercise to allow residents to comment on potential solutions. Officers proposed to include the points that had been

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raised at the January 2014 meeting within the Lower Caversham (parking) review for consultation.

Resolved -

- (1) That the report be noted;
- (2) That the points and issues raised at the meeting on 16 January 2014 in relation to parking within Patrick Road be included within the Lower Caversham (parking) review for consultation;
- (3) That by agreeing to investigate the parking within Patrick Road and Tamesis Place as part of the Lower Caversham parking review it be noted that resources were already in place;
- (4) That the results on the consultation be reported to a future meeting.

102. PETITION FOR A SAFER CROSSING POINT AT ST BARNABAS ROAD/GROVE ROAD AREA - UPDATE

Further to Minute 72(4) of the meeting held on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the resultant review of the petition from parents walking to Emmer Green Primary School for a safer crossing point within the area of Grove Road close to the junction of St Barnabas Road.

The report stated that officers proposed to investigate the issue of providing a pedestrian crossing point on Grove Road close to the junction of St Barnabas Road as part of the LSTF active travel initiative. In addition, a review of parking at the junction of Grove Road with St Barnabas Road would be investigated as part of the waiting restriction review. The needs of Emmer Green Primary School would also be considered as a result of the primary school expansion plan.

Resolved -

- (1) That the report be noted;
- (2) That the request for a crossing point for pedestrians on Grove Road close to the junction of St Barnabas Road be investigated through LSTF active travel and it be noted that in addition to the request for improved pedestrian facilities, there would be a need to review the length of the double yellow lines at the junction of Grove Road with St Barnabas Road;
- (3) That parking at this location be investigated within the next waiting restriction review (see Minute 104, below).

103. FOOTWAY AND VERGE PARKING BAN UPDATE - TILEHURST AND SOUTHCOTE

Further to Minute 53 of the meeting held on 10 November 2013 and Minute 71 of the meeting held on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the experimental verge and footway parking ban in the Tilehurst area and on the proposed new experimental footway and verge parking ban in the Southcote area.

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The report stated that at the meeting on 16 January 2014 a petition had been submitted by some residents of The Mayfair, Tilehurst, requesting approval to park private vehicles on the area of highway located between the road and their private driveway accesses. The Mayfair had been included in the Tilehurst experimental footway and verge parking ban and a photograph of the reported problem was included in the report.

The report explained that dropped kerbs and associated vehicle crossovers were provided by the local authority in accordance with the Highway Act 1980 and the fees associated with creating a vehicle crossover area only covered the physical changes to the highway. The process did not include a change to land ownership and the area remained public highway.

With regard to footway and verge parking bans the report stated that in accordance with current regulations any prohibition of waiting or stopping restrictions extended from the centre of the road to the highway boundary. In the case of a verge and footway prohibition the regulations applied in the same way and the restrictions extended to the highway boundary. The only difference with a verge and footway prohibition was that the restrictions did not have a road marking as they did not apply to the road.

The current regulations made it difficult for local authorities to provide an exemption for parking on driveway access located on the public highway when a verge and footway prohibition applied. Vehicles were only permitted to load and unload. In addition, there was no definition such as road marking, to define the limits of the restriction, and so there was no way of specifying on street exactly where the restriction began and ended.

The Sub-Committee discussed the report and agreed that the existing experimental footway and verge parking ban should continue in Tilehurst but asked that officers investigate other options with regard to permitting residents to park on vehicle crossovers. It was also suggested that residents be sent details of the legal status of the land.

With regard to the proposed experimental footway and verge parking ban in Southcote the Sub-Committee agreed that officers work with the Southcote Neighbourhood Action Group (NAG) on a re-consultation exercise bearing in mind the new information that had been gathered from the experimental ban in Tilehurst. It was also suggested that the consultation document make it clear in very plain language what enforcement would mean.

Resolved -

- (1) That the report be noted;
- (2) That the existing experimental footway and verge parking ban in Tilehurst continue;
- (3) That officers investigate other options with regard to permitting parking by residents on vehicle crossovers and a report be submitted detailing the results to the 11 September 2014 meeting;
- (4) That officers work with the Southcote Neighbourhood Action Group on a re-consultation of the proposed experimental footway and verge parking ban in Southcote, bearing mind the information gathered from the experimental ban in Tilehurst.

104. WAITING RESTRICTION REVIEW - OBJECTIONS TO TRAFFIC REGULATION ORDER SPA 12 AND REQUESTS FOR WAITING RESTRICTIONS

Further to Minute 81 of the meeting held on 16 January 2014 the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received in respect of the Traffic Regulation Order (TRO) which had been advertised recently as part of the waiting restriction programme SPA12. The report also provided a list of forthcoming requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since September 2013. A table setting out objections to TROs that had been received after the objection period had ended was tabled at the meeting.

The report stated that in respect of objections to TROs the statutory consultation process had taken place between 13 February and 6 March 2014 for a period of three weeks and full details of the objections and support that had been received were attached to the report at Appendix 1.

With regard to the bi-annual waiting restriction review officers recommended that the list of issues that had been raised by the review, attached to the report at Appendix 2, were investigated and that Ward Councillors were consulted. On completion of the consultation a further report would be submitted to a future meeting requesting approval to carry out the Statutory Consultation on the approved schemes.

The Sub-Committee discussed the letters of support and objections that had been received to the Traffic Regulation Order and the list of issues that had been raised in respect of the bi-annual waiting restriction review, as set out in the tables attached to the report at Appendix 1 and 2 respectively, and made a number of changes to the recommendations.

Resolved -

- (1) That the report be noted;
- (2) That the following proposed waiting restrictions be implemented as advertised:
 - Great Knollys Street
 - Elm Park
 - Ardler Road
 - Fircroft Close
 - Rose Kiln Lane
 - St Peters Road
 - Brackendale Way
 - Haywood Court
 - Henley Road (subject to consultation with the residents association)
 - Westwood Road
- (3) That the proposal in respect of Valpy Street is not progressed, is removed from the order and approval be given for a revised scheme, to be advertised at the cost of the developer and, in consultation with the Chair of the Sub-Committee, the Head of Transportation and Streetcare submit the new proposal to next meeting, should a new proposal come forward;

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- (4) That officers review the implementation of an additional restriction adjacent to house number 39 in Elm Park as part of the next waiting restriction review where resources were available;
- (5) That in consultation with the Chair of the Sub-Committee, and Ward Councillors, the Head of Transportation and Streetcare be authorised to carry out further consultation in respect of the proposed restrictions relating to Henley Road;
- (6) That the Normanstead Road area be removed from the proposal;
- (7) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order and no public inquiry be held into the proposals;
- (8) That the objectors be informed accordingly;
- (9) That the requests made for waiting restrictions as shown in Appendix 2 be noted and officers investigate each request and consult on their findings with Ward Councillors;
- (10) That the request for a taxi rank, between the hours of 2300 and 0500, outside the Grosvenor Casino, Queens Road, in Abbey Ward be added to the list of requests for waiting restrictions;
- (11) That the scheme around Little Johns Lane in Battle Ward be expanded;
- (12) That Woodcote Road, opposite St Peter's Avenue, be removed from the requests for waiting restrictions;
- (13) That, should funding permit, a further report be submitted to a future meeting requesting approval to complete the Statutory Consultation on the approved schemes.

105. OBJECTIONS TO ADVERTISED ORDERS AND PLAY STREETS UPDATE - SIX MONTH REVIEW

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on objections received in respect of recently advertised TROs, regarding allowing access to bus lanes by motorcycles and Play Streets. A list of the Play Streets was attached to the report at Appendix 1.

The report stated that the bus lane TRO statutory consultation had concluded on 12 March 2014 and no objections had been received. The Play Streets TRO had been implemented by the use of an experimental order where the first six months of the order was the statutory consultation period. No objections had been raised to Play Streets and officers recommended continuing with the initiative.

In addition to continuing with Play Streets a further three streets had asked to be added to the TRO (Exbourne Road, Cumberland Road and Armour Road) and the existing Play Street schemes had, in most instances, revised their dates for the next 12 months and these would need to be added to the TRO. The order would be modified to add the three additional streets and alter the dates of the existing schemes.

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Councillor Whitham read a statement from Rachel Helsby on behalf of the residents of Telfourd Avenue, one of the streets that had been included Play Street pilot, expressing thanks to the Council for the changes that enabled the introduction of the Play Street pilot.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Transportation and Streetcare modify the experimental order by adding the three additional streets and altering the dates of existing streets as previously authorised at the meeting on 12 September 2013;
- (3) That the Experimental Play Streets Traffic Regulation Order be allowed to continue and run for an additional 12 months and an update report be submitted to the September 2014 meeting.

106. READING STATION - HIGHWAY WORKS UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing a progress update on the Reading Station Redevelopment Project and the associated highway works. The report highlighted the key programme dates for future works associated with Reading Station.

Resolved - That the report be noted.

107. EASTERN AREA STUDY UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with implementation of the pedestrian and cycle schemes being delivered through the Eastern Area Transport Study.

Resolved - That the report be noted.

108. OXFORD ROAD STUDY - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the work that had been completed to date on the Oxford Road Area Study which was linked with the Network Rail led Reading Station works at Cow Lane bridges.

The report stated that the work that had been completed to date alongside Network Rail in supporting the design of the main highway elements of the Cow Lane bridges improvements and alongside the information that had been gained through the previous consultation exercises had helped to inform the development of a package of transport measures for the Oxford Road area. The measures had been designed to support the new unrestricted traffic route through Cow Lane bridges and deliver the maximum benefits for the local community in line with the overall objectives of the study.

In addition the proposals had been developed alongside the recently completed Battle Area Section 106 consultation and had taken into consideration the most commonly requested

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improvements. The area study proposals would be funded by the LSTF to minimise any contribution from the Oxford Road Section 106.

The report detailed the proposals that had been approved at the 5 November 2013 meeting of the Sub-Committee (Minute 58 refers).

Norcot Ward Councillors requested assurance that the footpath widths on the Oxford Road close to Norcot Road were maintained.

Resolved: -

- (1) That the progress to date on the Oxford Road Area Study be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposed 20 mph zone in Beresford Road, Salisbury Road, Valentia Road, Audley Street, Curzon Street and Catherine Street in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting;
- (5) That further public exhibitions take place to coincide with the Statutory Consultation in April 2014;
- (6) That officers bring forward proposals to address access issues in the Addison Road/Cardiff Road/Swansea Road area to enable any changes, subject to local consultations, to be delivered ahead of the completion of the widening of the Cow Lane Bridges.

109. LOCAL SUSTAINABLE TRANSPORT FUND - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with the delivery of the LSTF Small Package, for which £4.9m funding had been approved by the DfT in July 2011, and the LSTF Large Partnership Package, for which £20.692m funding had been approved by the DfT in June 2012.

The report provided an update on each of the five delivery themes of the LSTF programme, with particular focus on progress that had reached milestones within the previous three months.

In particular, the Sub-Committee was asked to note the following:

- Personal Travel Planning;
- Fares, Ticketing and Information;
- Cycle Hire;
- Active Travel;
- Park and Ride/Rail.

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The report stated that to complement the new cycle hire docking point at the eastern end of Broad Street, it had been proposed to change the existing "No right turn" restriction at the Broad Street/Minster Street junction to "No right turn except cycles". This change would enable cyclists to turn right from Broad Street into Minster Street.

Resolved -

- (1) That the progress made on the Local Sustainable Transport Fund Projects to date be noted and officers continue to deliver the programme and report progress to the Sub-Committee;
- (2) That awards be made to applicants to the Travel Reading Challenge Fund that was launched in early January 2014 under delegated authority;
- (3) That the proposed public health walking coordinator project be noted;
- (4) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposed "No right turn except cycles" restriction at the eastern end of Broad Street at its junction with Minster Street in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996;
- (5) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (6) That any objections received following the statutory consultation be reported to a future meeting.

110. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the implications of the Primary School expansion proposals across the Borough on travel and the measures to promote sustainable travel to school. A copy of a report entitled School Expansion and Sustainable Travel in Reading was attached to the report.

The School Expansion and Sustainable Travel Report outlined the proposals for Primary school expansion across the Borough and the need to update School Travel Plans to take account of the expansion in line with the recommendations of the Sustainable Modes of Transport Strategy March 2010.

Resolved -

- (1) That the proposals and report be noted;
- (2) That the Transport and Education Departments encourage the expanding Primary schools to develop and implement their School Travel Plans;
- (3) That the Transport and Education Departments monitor the development of the School Travel Plans and provide guidance where appropriate.

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111. ANNUAL ROAD SAFETY PROGRAMME - 2013/14 UPDATE AND 2014/15 PROGRAMME

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the work that had been completed to date on the 2013/14 Road Safety Schemes and to propose areas for investigation for the 2014/15 programme. Proposals for Road Safety Schemes 2014/15 were attached to the report at Appendix 1.

The report detailed the progress of road safety schemes at the following locations:

- Berkeley Avenue (between Shaw Road and St Saviours Road);
- Buckingham Drive (from Peppard Road to Evesham Road);
- School Road (between Downing Road and Recreation Road);
- Prospect Street junction with Church Street, Caversham;
- Vastern Road and "The Oracle" Roundabout spiral markings.

The report stated that to reduce the number of collisions the proposals for 2014/15 had been chosen as sites where there were a high number of pedestrian and cycle casualties during the previous three year period. Officers therefore proposed to carry out a review of all 'failed to stop' and 'failed to look properly' locations that had resulted in an injury within the previous three years.

Resolved -

- (1) That the progress to date on the 2013/14 Road Safety Schemes 2013/14 be noted;
- (2) That the road safety schemes, set out in Appendix 1 attached to the report, be approved for further investigation and implementation up to the allocated budget;
- (3) That the Head of Highways and Transport be authorised to consult with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors on the detail of the schemes;
- (4) That subject to (2) above and in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation where waiting and movement restrictions might need amending to accommodate scheme designs.

112. HIGHWAY MAINTENANCE UPDATE

Further to Minute 91 of the meeting held on 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report on the current position regarding additional pothole repairs and to inform the Sub-Committee of the £2.308m programme for Highway Maintenance for 2014/15 from the Local Transport Plan (LTP) settlement and the additional funding announced by the Chancellor in his Autumn Statement.

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 MARCH 2014

The report contained details of the numbers of potholes that had been identified and repaired in each of the categories of road included in the pothole repair plan. An update was also given at the meeting, the latest figures as of 25 February 2014 being as follows:

PRIORITY	POTHOLE IDENTIFIED	POTHOLE REPAIRED
Priority 1	145	143
Priority 2	12	11
Priority 3	641	573
Priority 4	142	141
Priority 5	207	205
Priority 6	155	155

The roads included in each category were detailed in Appendix 1. Inspection of the Priority 1 to 6 roads had been completed.

The report also included details of the Highway Maintenance Programme 2014/15 and outlined the background to the selection of schemes. The list of schemes in each category to be carried out in 2014/15 was attached to the report at Appendix 2. The categories were carriageway resurfacing, minor resurfacing, footway resurfacing, road assessment surveys, bridge maintenance and street lighting. A detailed breakdown of allocations was included in the report.

Resolved -

- (1) That the current position regarding additional pothole repairs be noted;
- (2) That a further progress report be submitted to the next meeting;
- (3) That the proposed Highway Maintenance Programme for 2014/15 be noted.

113. POCKET PLACES FOR PEOPLE - UPDATE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the aims and objectives of the Sustrans-led project 'Pocket Places for People' and the progress to date. Draft scheme proposals were attached to the report at Appendix A.

The report stated that the themes that had been identified through consultation with local people were being used to develop designs for temporary trials along three sections of Northumberland Avenue. These areas had been identified as key trip generators along the Avenue due to the facilities and services that were situated in the area. Each area had unique issues that had been highlighted through discussions with local people and common issues included perception of high vehicle speeds and volumes, untidy parking, including footway parking, and the desire for improved crossing facilities. The trials were proposed to take place during summer 2014 in consultation with local residents, businesses and Ward Councillors. Future engagement events aimed at increasing social interaction and creating a healthier experience of living in or passing through the local neighbourhood had been planned to take place in parallel to the temporary trials.

Resolved -

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 MARCH 2014

- (1) That the report be noted and officers continue to update progress on this initiative to the Sub-Committee;
- (2) That schemes be progressed in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and relevant Ward Councillors.

114. CYCLE FORUM MEETING NOTES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 29 January 2014 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy. The Notes of the meeting were attached to the report.

Resolved - That the Notes of the Cycle Forum meeting held on 29 January 2014 be noted.

115. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 116 below, as it was likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act.

116. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of eight applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 1.0 a discretionary third residents' permit be issued on the understanding that the issue of the permit was personal to the applicant, a fee was applicable for this permit;
- (2) That with regard to applications 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 three discretionary agency permits be issued, to staff selected by the Health Centre, subject to the Health Centre making three new marked spaces available for frail and elderly patients in the Health Centre's off-street car park; the first permit to be issued free of charge and a fee to be payable for the second and third permits;
- (3) That with regard to application 1.7 a discretionary third residents permit be issued, subject to the applicant providing all supplementary information and on the understanding that the issue of the permit was personal to the applicant, a fee was applicable for this permit.

(Councillor Duveen declared a personal interest in resolution (3), left the meeting and took no part in the discussion. Nature of interest: Councillor Duveen knew the applicant).

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 MARCH 2014

(The meeting started at 6.30pm and finished at 9.15 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	5(A)
TITLE:	PETITION TO REDUCE THE OPERATIONAL TIMES OF THE TOWN CENTRE ACCESS RESTRICTION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to reduce the operational times of the current Town Centre access restriction.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issue is investigated and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of pedestrian crossing facilities and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 A petition containing 228 signatures has been received asking the Council to reduce the operational times of the Town Centre access restriction (currently applies 7am-11am and 4pm-7pm).

The petition reads - "We, the undersigned urge Reading Borough Council to reduce the hours during which we are unable to drive into Reading Town Centre and park. Denying us access for 7 hours a day, in combination with the difficulties of working out where we can and cannot drive, has caused many disabled people in particular, to do their shopping elsewhere. Reading must have lost a great deal of trade because of this.

We ask that the morning restriction should end at 9.30am and that the afternoon/evening restriction should end at 6.30pm."

- 4.2 The issues raised within this petition are to be fully investigated and a future report is to be submitted to the Sub-Committee for consideration.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 JUNE 2014	AGENDA ITEM:	5(B)
TITLE:	PETITION FOR AN INVESTIGATION INTO RESIDENTS PARKING HOURS OF OPERATION FOR EAST NEWTOWN		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition from some residents of Liverpool Road requesting longer visitor hours in the residents parking area of East Newtown.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issue is investigated and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of waiting restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 A petition has been received from some residents of Liverpool Road requesting a residents parking scheme.

The petition reads "We the undersigned would like to see visitor's hours in the new section of permit parking in East Newtown changed from 10am-4pm to 8am-8pm. This would give us more flexibility on when people can visit, meaning less need for us to use our visitors permits".

- 4.2 The issues raised within this petition are to be fully investigated and a future report is to be submitted to the Sub-Committee for consideration.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Traffic Management Advisory Panel January 2012 & March 2012.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 JUNE 2014	AGENDA ITEM:	5(C)
TITLE:	PETITION FOR ACTION AGAINST PARKING ON PAVEMENTS ON LOWER BULMERSHE ROAD AND HAMILTON ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of two petitions requesting action against vehicles parking on the pavements within Hamilton Road and the lower section of Bulmershe Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issue is investigated and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of waiting restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 Petitions have been received from some residents of Hamilton Road and lower Bulmershe Road which read "Parking on the pavement in Hamilton Road and lower Bulmershe Road makes it difficult and dangerous for people on foot to walk along it. Please can the council investigate what measures can be taken to stop pavement parking which forces people with buggies, wheelchairs and other vulnerable residents into the road".
- 4.2 The issues raised within the petitions are to be fully investigated and a future report is to be submitted to the Sub-Committee for consideration.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	6
TITLE:	WENSLEY ROAD AREA PARKING SURVEY - RESPONSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MINSTER
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee a response to the parking survey submitted to the March 2014 Traffic Management Sub-Committee regarding parking issues within Wensley Road

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy.

4. THE PROPOSAL

- 4.1 Following requests from Reading Buses and ward councillors, the bus stop on Wensley Road was moved to accommodate more on street parking. In addition marked bays were provided to enable residents to park kerb side without causing an obstruction to traffic flow. These line changes were carried out in May 2013.
- 4.2 Since the introduction of the bay markings, residents have raised concerns regarding the lack of kerb side parking provision and obstructive parking. In addition Reading Buses have found the route impassable on occasions due to inconsiderate parking, which has required Police intervention. The bus route provides an important service to residents of Coley Park, and the bus stop was re-located in an area where kerb side parking would not be lost.

- 4.3 Wensley Road is a densely populated residential area with street lighting throughout. In 1995 a 20mph limit with traffic calming was introduced around the area. There has been no reported road traffic collisions, reported to the Police, within the Wensley Road loop during the previous five year period held on record.
- 4.4 A survey was carried out by Alok Sharma MP, in December 2013 which related to parking provision within the Coley Park area. From the survey results presented, residents supported the Number 11 bus service, serving the loop, but would like to see an increase in parking provision by converting areas of grass verges into hard standing parking areas.
- 4.5 Following a presentation of this survey to the Traffic Management Sub Committee in March 2014, an on-site meeting was arranged involving Alok Sharma MP, The Lead Councillor for Strategic Environment, Planning and Transport, the head of Transportation and Street care and residents within Wensley Road. Various options were discussed and these are detailed in the following paragraphs.
- 4.6 The potential for converting areas of grass verge to hard standing parking areas would require the restructuring of the carriageway and kerbs in addition to the relocation of equipment belonging to statutory undertakers. Indeed verges are an important part of the urban streetscape and the Government have recently passed legislation that makes it increasingly difficult to remove green space within the urban environment. Central government transport policy does not provide the opportunity for local highway authorities to apply for funding to remove verges to create parking and funding would not be available locally for such a measure.
- 4.7 Reducing the width of the existing marked bays would encounter the same issues as above, as this would encourage drivers to park with two wheels on the grass verges. Any footway parking should be discouraged as this not only damages the grass verges creating maintenance issues but also costly relocation of statutory undertaker's equipment.
- 4.8 The potential for the loop section to become a one way street was discussed. This would enable more kerb side parking provision to be created, but this will still be reliant on residents to park within marked bays and not cause an obstruction. In addition kerbing work would need to take place at the No Entry point to deter abuse. There can be a perception that vehicles speeds will increase on one way roads, however the area is already subject to traffic calming and a 20mph limit, In addition more kerb side parking would encourage more cautious driving.
- 4.9 Prior to the introduction of a one way order, the local authority would require support from residents and the emergency services prior to carrying out statutory consultation, and in particular support from the police as enforcement of no entry and one way restrictions would fall under their jurisdiction.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1

7. LEGAL IMPLICATIONS

7.1 Any proposals for waiting and movement restrictions would have to be advertised under the Road Traffic Regulation Act 1984.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 Should the matter proceed to statutory consultation, The Council would carry out an equality impact assessment scoping exercise.

9. FINANCIAL IMPLICATIONS

9.1 None at this stage.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports - March 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	7
TITLE:	PETITION UPDATE - DOUBLE PARKING ON THE WOKINGHAM ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the investigation carried out by officers following the submission of a petition to Council on 25th March 2014. The petition, titled 'Petition for action against dangerous double parking on the Wokingham Road' asks that we 'investigate what options can be pursued to keep this stretch of the road safe for all users.
- 1.2 This report explains what our powers are (by the way of national legislation) and what we, as the local highway authority, could change to manage the parking more effectively in this area.
- 1.3 Appendix 1 provides the exemptions to enforcement of double parking as defined by national legislation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That officers carry out a review of the parking bays, within this area of Wokingham Road, as a part of the next 6-monthly waiting restriction review.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria including parking enforcement is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 A petition was received from Josh Williams at a meeting of the Council on 25th March 2014. The petition reads:

“Double parking on the Wokingham Road, outside the shops, between the junctions with Grange Avenue and St Peter’s Road is hazardous for all road users especially cyclists. It can also create a chaotic and unpredictable environment in this area which is of particular concern as this is directly opposite Alfred Sutton Primary School.

Please can the Council investigate what options can be pursued to keep this stretch of road safe for all users.”

- 4.2 Councillor Page as Lead Councillor for Strategic Environment, Planning and Transport thanked Mr Williams for the petition and asked officers to investigate the parking within this area and provide a response to the next Traffic Management Sub-committee to be held on 25th June. This report is the response as requested.
- 4.3 Double parking has been taking place at this location for some time and clearly there is concern from other road users as the petition demonstrates. However, it is worth pointing out that there is no evidence that double parking itself is causing road accidents resulting in people being injured. Although, double parking can cause traffic flow issues and certainly make the area uncomfortable to negotiate for cyclists.
- 4.4 Whilst we have civil enforcement powers to deal with most parking issues these powers are largely restricted to contraventions of locally promoted traffic orders. The Traffic Management Act (TMA) 2004 introduced additional powers in 2008 to enable civil enforcement of double parking that was not previously possible. There will always be exemptions to parking restrictions enabling, for example, the emergency services to carry out their duties. In the case of double parking there are a number of exemptions that limit enforcement action as a part of our civil enforcement powers. Appendix 1 lists the exemptions taken directly from the 2008 revision to the TMA.
- 4.5 As can be seen from the exemptions vehicles being used for the purposes of delivering goods to, or collecting goods from, any

premises, or loaded from or unloaded to any premises are permitted. The exemptions go on to state that this activity allows a vehicle to double park for no longer than is necessary and for no more than 20 minutes. The exemptions also allow stopping where the vehicle is stopped, for no longer than is necessary, for the purpose of allowing people to board or alight from it.

4.6 The combination of these exemptions results in double parking being very difficult to enforce against. From site observations the activities allowed by the exemptions are being carried out at this location and double parking, from the perspective of an enforceable contravention, are not taking place. However, none of the activities that result in double parking should result in an obstruction of the public highway which may be an offence that the police can deal with. Obstruction is difficult to prove as blocking half of the road where drivers will have to wait for a gap in oncoming traffic to proceed is not an obstruction. Where the road is completely blocked and there is no prospect for drivers to proceed is clearly an obstruction but only the police can deal with this and not us under our civil enforcement powers.

4.7 Our only opportunity, as highway authority, to reduce instances of double parking is to review the waiting restrictions within this area and create space for deliveries. All of the lay-by space created for parking is dedicated to short term 30 minute parking, no return within 30 minutes, Monday to Friday. Weekends are free to park all day. There is no delivery provision within the parking bays at all and consequently deliveries take place by double parking. There are a number of possibilities in re-organising the parking provision at this location. Although any change from the current limited waiting is not likely to be popular with businesses. In absence of any other civil enforcement opportunities it is recommended that a review be carried out of the use of the parking bays, at this location, within the next 6-monthly waiting restriction review. The next list of locations to be reviewed is expected to be presented to TM Sub Committee in September 2014.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Minutes of Council meeting held on 25th March 2014 where the petition was originally presented.

Traffic Management Act 2004

Double Parking.

Prohibition of double parking etc.

(1) In a special enforcement area a vehicle must not be parked on the carriageway in such a way that no part of the vehicle is within 50 centimeters of the edge of the carriageway.

Exceptions.

(2) The first exception is where the vehicle is parked wholly within a designated parking place or any other part of the carriageway where parking is specifically authorised.

(3) The second exception is where the vehicle is being used for fire brigade, ambulance or police purposes.

(4) The third exception is where—

(a) the vehicle is being used for the purposes of delivering goods to, or collecting goods from, any premises, or is being loaded from or unloaded to any premises,

(b) the delivery, collection, loading or unloading cannot reasonably be carried out in relation to those premises without the vehicle being parked as mentioned in subsection (1), and

(c) the vehicle is so parked for no longer than is necessary and for no more than 20 minutes.

(5) The fourth exception is where—

(a) the vehicle is being used in connection with any of the following—

(i) undertaking any building operation, demolition or excavation,

(ii) the collection of waste by a local authority,

(iii) removing an obstruction to traffic,

(iv) undertaking works in relation to a road, a traffic sign or road lighting, or

(v) undertaking works in relation to a sewer or water main or in relation to the supply of gas, electricity, water or communications services,

(b) it cannot be so used without being parked as mentioned in subsection (1), and

(c) it is so parked for no longer than is necessary.

(6) references in this section to parking include waiting, but do not include stopping where—

(a) the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid an accident, or

(b) the vehicle is stopped, for no longer than is necessary, for the purpose of allowing people to board or alight from it.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	8
TITLE:	FOOTWAY AND VERGE PARKING BAN UPDATE - SOUTHCOTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the results of the second informal consultation on the proposed experimental footway and verge parking ban in the Southcote area.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That, based on the positive results of the two informal consultations, Members of the Sub-Committee approve the scheme and in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to make an Experimental Footway and Verge parking ban Traffic Regulation Order in Southcote in the streets listed in paragraph 4.9 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 If objections are received to the Experimental Traffic Regulation Order, those objections be reported to the Sub-Committee at the appropriate time.
- 2.4 That the Head of Transportation and Streetcare be authorised to modify or suspend provisions in the Experimental Order and that the Experimental Traffic Regulation Order includes a provision for this.
- 2.5 That the Southcote Experimental Traffic Regulation Order be approved for a period of up to 18 months.

3. POLICY CONTEXT

3.1 The proposals are in line with current Transport and Planning Policy.

4. THE PROPOSAL

4.1 At the meeting of the Traffic Management Advisory Panel in November 2012, a report was submitted detailing a review of on-street parking in the Southcote area by the Southcote Neighbourhood Action Group (NAG).

4.2 The Southcote NAG compiled a list of key priorities they would like to tackle. Inconsiderate parking and in particular parking on footways and verges has been graded as the top priority for the group.

4.3 They identified the potential roads where such a ban could apply and they included:-

Ashampstead Road
Brunel Road
Circuit Lane
Florian Gardens (off Virginia Way only)
Frilsham Road
Gainsborough Road
Southcote Lane
Virginia Way

4.4 On 20th April 2013, the NAG commenced an informal consultation on a verge and footway parking ban in the roads listed in paragraph 4.10. The consultation ran until 28th May 2013.

4.5 At the September 2013 Traffic Management Sub-Committee, a report was submitted detailing the results of the informal consultation and the results of the consultation were as follows:-

	Total number of responses	Yes	No
Ashampstead Road (141 properties)	45 (32%)	36 (80%)	9 (20%)
Brunel Road (106 properties)	31 (29%)	27 (87%)	4 (13%)
Circuit Lane (111 properties)	56(50%)	44 (79%)	12 (21%)
Florian Gardens (14 properties)	-	-	-
Frilsham Road (28 properties)	4 (14%)	3 (75%)	1 (25%)
Gainsborough Road (120 properties)	31 (26%)	24 (77%)	7 (23%)
Southcote Lane (362 properties)	87 (24%)	56 (64%)	31 (36%)
Virginia Way (72 properties)	16 (22%)	13 (81%)	3 (19%)
Total - 954	281 (29%)	213 (76%)	68 (24%)

The scheme was approved (with the exception of Florian Gardens), and Members agreed to implement the restrictions after the review of the first trial scheme in Tilehurst was completed.

4.6 As reported to the Traffic Management Sub-Committee in March 2014, an issue from the trial scheme in Tilehurst was identified which would potentially be replicated in Southcote if a similar scheme was introduced.

4.7 At the request of the Local Ward Councillors, the members of the Traffic Management Sub-Committee and the members of the Southcote NAG, Officers completed a second informal consultation between 28th April 2014 and 30th May 2014. The consultation drew to residents attention that they will no longer be able to park on the area of driveway access between the edge of the road and their private driveways if the restrictions were introduced. It also asked them to confirm if they remain supportive of the proposed scheme.

4.8 The results of the second informal consultation are as follows:-

	Total number of responses	Yes	No
Ashampstead Road (141 properties)	29 (21%)	20 (69%)	9 (31%)
Brunel Road (106 properties)	21 (20%)	17 (81%)	4 (19%)
Circuit Lane (111 properties)	53 (48%)	37 (70%)	16 (30%)
Frilsham Road (28 properties)	3 (11%)	2 (67%)	1 (33%)
Gainsborough Road (120 properties)	27 (23%)	19 (70%)	8 (30%)
Southcote Lane (362 properties)	82 (23%)	58 (71%)	24 (29%)
Virginia Way (72 properties)	26 (36%)	15 (58%)	11 (42%)
Total - 940	241 (26%)	168 (70%)	73 (30%)

4.9 26% of residents responded to the second consultation, 3% lower than the first consultation. The majority of respondents in each road remain supportive of the proposed scheme.

4.10 The majority of those not in support raised concerns about the lack of alternative locations to park if the restriction was introduced. In response, the restriction will only apply to the footways and verges, and parking will continue to be permitted in the road.

4.11 Therefore, on the basis that the majority of residents are in support of a footway and verge parking ban in the roads listed in paragraph 4.9, it is recommended to introduce the scheme on an experimental basis in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 for a maximum of 18 months (similar to the Tilehurst scheme).

Any objections received during the first 6 months of operation will be reported to a future meeting of the Sub-Committee.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2 Local consultation completed by RBC on the Tilehurst scheme.

6.3 Local consultation completed by the Southcote NAG - April 2013.

6.4 Local consultation completed by RBC and the Southcote NAG - April 2014

7. LEGAL IMPLICATIONS

7.1 Any proposals for waiting and movement restrictions are advertised under the Road Traffic Regulation Act 1984.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

9.1 The projects are funded through existing Transport and Safer Communities budgets.

10. BACKGROUND PAPERS

10.1 TMAP reports - November 2012 and January 2013.
Traffic Management Sub-Committee reports - September and November 2013
March 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 TH JUNE 2014	AGENDA ITEM:	9
TITLE:	OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ABBEY, REDLANDS & PARK
LEAD OFFICER:	ANDREW STURGEON JIM CHEN	TEL:	0118 937 2101 0118 937 2198
JOB TITLE:	ASSISTANT ENGINEER NETWORK MANAGEMENT TECHNICAN	E-MAIL:	Andrew.sturgeon@reading.gov.uk Jim.Chen@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To note the objections received to Traffic Regulation Orders that have been advertised since the Traffic Management Sub Committee in March 2014.
- 1.2 Members must agree on either to implement the proposed schemes as advertised or not to proceed with implementation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That objections and comments of support for schemes, noted in Appendices are considered with an appropriate recommendation to either implement or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Orders and no public inquiry be held into the proposals.

2.4 That the objectors be informed of the decisions of the Sub-Committee accordingly.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.

4. BACKGROUND

4.1 NEW ROAD (Redlands)

- 4.1.1 Following on from workshops held for local residents and informal consultations carried out with residents; a proposal for residents parking was put forward to introduce a residents parking scheme within New Road. In addition a no entry except cycles is to be introduced from Upper Redlands Road.
- 4.1.2 In response to the statutory consultation, carried out during April and May 2014. 19 letters were received. 15 residents of New Road supported the scheme. 4 objections to the scheme (3 from New Road and 1 from Redlands Rd) were received; these are attached in Appendix 1a for councillor's consideration.
- 4.1.3 Based on the level of support for the scheme from residents, officers would recommend implementing the restrictions as advertised.

4.2 THE MOUNT (Redlands)

- 4.2.1 Residents of The Mount have raised concerns regarding the increasing volume of day time parking within The Mount, which causes obstructions to footways and larger vehicles using the road.
- 4.2.2 Within the centre of The Mount dwellings have no off street parking provision and often find it difficult to park during the day. Due to the conservation nature of the area, residents were in agreement that the amount of signs and lines should not be overbearing to the area
- 4.2.3 To ensure the minimum amount of signs whilst protecting parking within the street for residents during the day a controlled parking zone was proposed. As a no through road these could be achieved with signs on entry. This restriction would be the first of its kind

within Reading. Two workshop sessions have been held with residents and consultation with residents was carried out to discuss details prior to the commencement of statutory consultation.

4.2.4 Following on from the statutory consultation a number of comments both in support and objection to the scheme have been received and these have been summarised in Appendix 2a

4.2.5 Officers would recommend implementing the restrictions as advertised.

4.3 COLLEGE ROAD & CULVER ROAD (Park)

4.3.1 A petition from residents of College Road and Culver Road was submitted to the Traffic Management Sub-Committee in January 2013 requesting that the council investigate options for a residents parking scheme within these streets.

4.3.2 An informal consultation was carried out with residents to gauge the level of support for a resident parking scheme and their preference on operational hours of shared use (Either 8am-8pm or 10am-4pm). 72 % of respondents voted in favour of the 10am-4pm option. These hours were subsequently taken forward to form part of the statutory consultation.

4.3.3 12 responses were received to the statutory consultation which was carried out during April/May 2014. Of these 9 objected and 3 were in favour of the scheme. The responses are summarised in Appendix 3a

4.3.4 The main objection from businesses in the street are to loading and unloading during morning and evening peak hours, which would not have been an issue had the schemes shared use operational hours been 8am to 8pm.

4.3.5 Officers would recommend introducing the scheme as advertised.

4.4 TOWN CENTRE PAY & DISPLAY (Abbey)

4.4.1 Three additional areas within the Town Centre have been identified in Hosier Street, Fobney Street and Kenavon Drive that would benefit from pay and display restrictions and are shown in Appendix 4b. The proposed restrictions in Hosier Street would apply all day on a Sunday, Monday and Tuesday so as to not interfere with the operation of the Market. The proposed restrictions in Fobney Street would operate between 8am and 8pm, 7 days a week, maximum stay 2 hours no return within 2 hours. The proposed restrictions in Kenavon Drive would operate between 8am and 8pm, 7 days a week,

maximum stay 3 hours no return within 2 hours. This is intended to match the existing pay and display restrictions.

4.4.2 The purpose of such restrictions is to encourage turnover of spaces and provide further flexibility to accommodate parking for blue badge holders who are also able to use these bays at no charge in accordance with the national Blue Badge Scheme.

4.4.3 Any comments or objections received in relation to this order will be tabled on the night of the meeting.

4.5 20MPH ZONE (Redlands & Park)

4.5.1 Area wide surveys and workshop sessions have been carried out with residents as part of the Eastern Area and University/Hospital Study Areas. A number of residents expressed support for the introduction of a 20mph speed limit within the area.

4.5.2 Statutory consultation was carried out for the area within the Eastern Area study, south of the A4 and A329 as shown in Appendix 5b. This was advertised in May 2014 and comments received in relation to the scheme are shown in Appendix 5a

4.5.3 Further consultation will be carried out on the remaining areas, to the north and east of the A4 and A329, which formed part of the Eastern Area and University/Hospital Study Areas. Objections to these areas will be reported back to the September Traffic Management Sub-Committee.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Informal workshop consultations and leaflet drops have been carried out with residents prior to the statutory consultation, for all the schemes with the exception of Pay & Display within the Town Centre.

7. LEGAL IMPLICATIONS

7.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. FINANCIAL IMPLICATIONS

8.1 Costs of scheme implementation will be funded through existing transport and parking budgets.

9. BACKGROUND PAPERS

9.1 For New Road & The Mount Traffic Management Sub-Committee reports 12th September 2013 & 16th January 2014.

9.2 For College Road & Culver Road Traffic Management Sub-Committee reports 17th Jan 2013, 13th June 2013 & 16th January 2014.

9.3 For Town Centre Pay & Display Traffic Management Sub-Committee report 16th January 2014.

9.4 For 20mph Zone Traffic Management Sub-Committee report 16th January 2014.

Appendix 1a : Responses received in relation to New Road Traffic Regulation Order

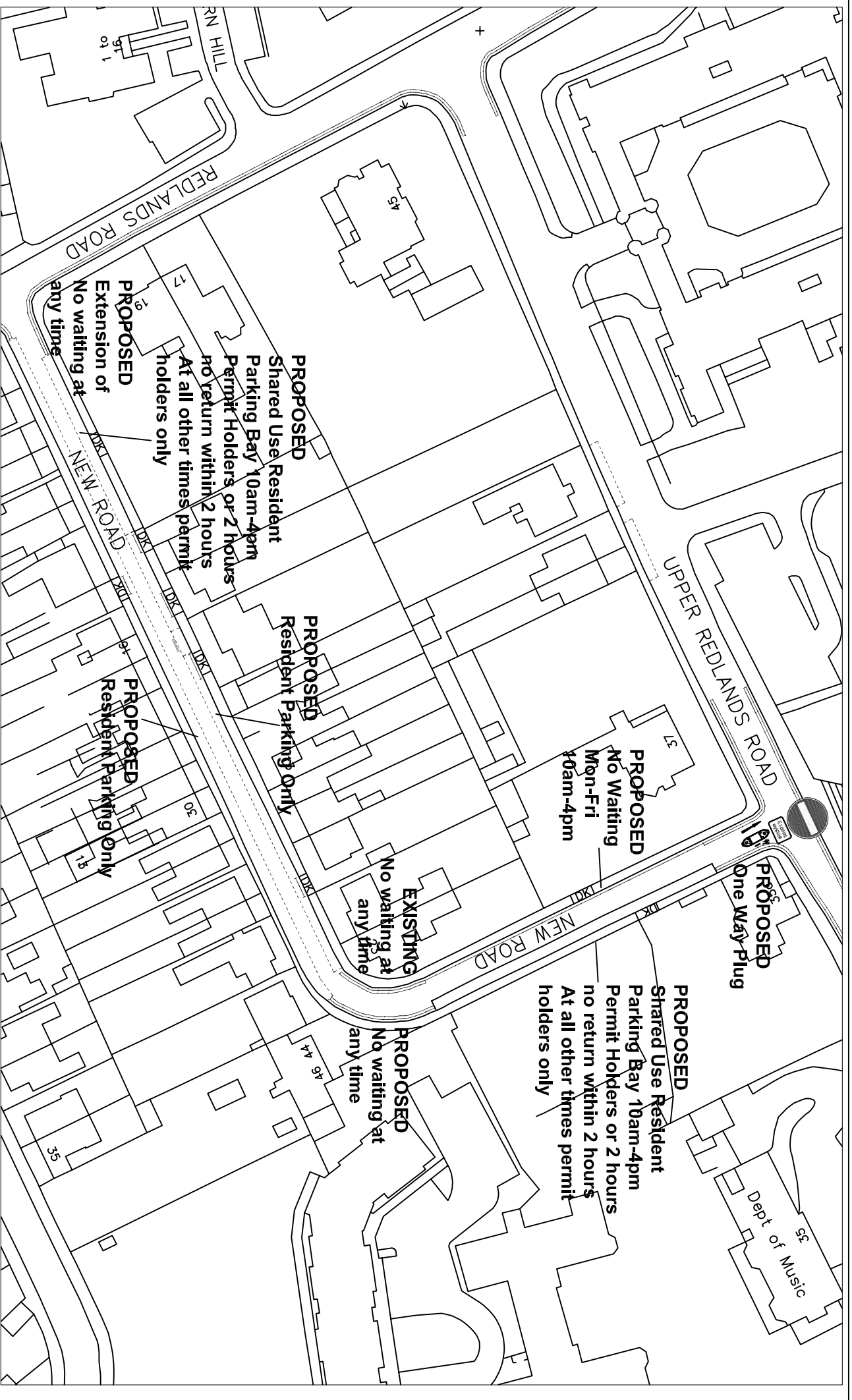
Comments of support

Received From OBJECTION/SUPPORT	Resident Comment
Resident of New Road SUPPORT	"We wish to record our support for these proposals and without modification, We share the view of some others regarding an increase in signage and hope this can be done in a minimal way that is effective"
Resident of New Road SUPPORT	"We are writing to confirm our support of the proposals for New Road"
Resident of New Road SUPPORT	"The proposals are extremely well considered and tailored to the specific needs of the traffic in the road - for such a relatively small stretch, quite complex. They are VERY welcome and exciting. I am looking forward to seeing and experiencing an improved system as a result of the consultation!"
Resident of New Road SUPPORT	"I would like to fully support the proposed parking scheme for New Road. After the consultation and discussion over the past months I think the proposals outlined will address the parking problems we have had in recent year"
Resident of New Road SUPPORT	"We personally don't endure any of the frustrations that others clearly do on a daily basis, however If the outcome of this process is that people will be able to park outside their homes at all times, then it has to be the right choice, so we are backing the proposals".
Resident of New Road SUPPORT	"In an ideal works I would like to keep this wonderful Victorian Street as it is, yes from time to time the street does a have lot of cars parked from people visiting the hospital and university. I agree to back the plans but pray that the council will provide better parking facilities for public use"
Resident of New Road SUPPORT	"I support the proposals but have concerns regarding access for residents into New Road. I urged that a yellow restriction entry box should be instituted on Redlands Road at the junction with New Road. Access to New Road is already frequently inhibited during peak periods by traffic held at the lights at Christchurch Green. Self-evidently this problem will increase with the implementation of the New Road scheme. You'll appreciate that this is as much in the interest of the free flow of Redlands Road traffic northbound from the lights, as it is residents trying to get access to New Road"
Resident of New Road SUPPORT	"We are both very happy with the proposals and agree with all the latest recommendations in the notice and plan, Thank you for your support"
Resident of New Road SUPPORT	"We are FOR the proposal"
Resident of New Road SUPPORT	"We support these proposals for new Waiting Restrictions in New Road, and hope that they will be implemented ASAP, before the large-scale construction works on the new hall of residence (old Wells Hall) on Upper Redlands Road begin"
Resident of New Road SUPPORT	"We would like to approve the new waiting restriction proposals for New Road"

Resident of New Road SUPPORT	"Please count my household as a YES vote for the scheme, my comment should only be counted as a minor tweaking. I don't see why the no entry will be implemented at the moment, until the houses opposite the junction are built and please ensure obstructions are moved so larger vehicles can exit New Road"
Resident of New Road SUPPORT	"I am contacting you to register our vote in favour of the parking proposals in New Road"
Resident of New Road SUPPORT	"We are completely in favour of the proposed restrictions and look forward to their implementation at the earliest practical opportunity. As discussed at the last meeting with Council, we assume residents' experience of the scheme will be reviewed after a year, with the option of amending the scheme if appropriate. I would like to thank the Council for the considerable time and effort you have taken to listen to residents, and to design a scheme which should resolve many of the difficult and increasing parking problems we have experienced for many years in this road"
Resident of New Road SUPPORT	I wish to write and voice our wholehearted support for the current proposals; the influx of cars parked by students and hospital staff and visitors makes for a difficult and dangerous situation during the week. We do not accept that a scheme will bring anxiety or stress in any way shape or form, but instead, offer that it will improve safety and allow residents to park within a reasonable distance of their own home

Comments of objection

Received From OBJECTION/SUPPORT	Resident Comment
Resident of New Road OBJECTION	"After reading the suggested options none of them would suit, as they all revolve around residents parking scheme and these would restrict the parking for visitors and friends requiring the use of permits, which in our previous experience are limited and can work out very costly. Our option would be to have signs saying NO ENTRY RESIDENTS ONLY"
Resident of New Road OBJECTION	"After detailed research over a considerable period of time, I have concluded that I am now in favour of keeping the status quo and thereby reject a residents' parking scheme involving permit holders all as shown and scheduled in your proposals dated. I estimate only 6 households actively support the proposals, we should not let these proposals be implemented by default. My reasoning is that the scheme would make matters worse overall from Monday-Friday the very period when we have the most problems for about 6 months (only) of the year"
Resident of New Road OBJECTION	"I appreciate the time and effort that has gone into trying to find a solution to the parking issues in New Road. However, after due consideration, I am NOT in favour of a Residents Parking Scheme I am not convinced that our intermittent parking difficulties Monday - Friday would be relieved by the Scheme. There are several months when there is no problem at all Yellow lines and signage are unsightly and will change the visual nature of New Road. I am persuaded to the idea that a limited restriction would be more worthwhile to start"
Resident of Redlands Road OBJECTION	Resident Permit holders within Redlands Road should be able to also use New Road, as the knock on effect of residents parking permits in New Road on the surrounding roads will be huge. The area is already full of cars due to the hospital and university. The no entry from Upper Redlands Road will cause huge tailbacks and traffic jams which I don't believe has been thought through



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Reading
Borough Council

Department of Environment
Culture and Sport
Civic Centre
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RG1 7AE

Project
Appendix 1 - New Road
Traffic Management Sub Committee 06/14

Scale	Drawn	AS
N.T.S	Checked	SB
Date	06/14	Approved
Drawing No.	Drawing No.	
Proposed Waiting & Movement Restrictions	TMSC0614/1	

Appendix 2a : Responses received in relation to The Mount Traffic Regulation Order

Comments of support

Received From	Comments
<p>Letter signed by 16 households of the Mount</p> <p>SUPPORT</p>	<p><i>2 residents who signed letter subsequently objected to the scheme and 2 wrote in their own letters of support bringing total to 12</i></p> <p>The driving force behind a number of residents requesting a parking zone has been the increasing numbers of non-Mount residents using our road as a free all day car park when they attend their place of work or study. Non-Mount residents park up on the pavement, against residents gates blocking driveways or hampering access. Larger delivery vehicles, refuse and recycling trucks experience extreme difficulty negotiating the Mount. The problem is particularly acute on the northern end where cars park right up to the corners on both sides, resulting in larger vehicles unable to negotiate the corner.</p> <p>Of greater concern are the safety issues posed by the situation, cars parked on the pavements force pedestrians onto roads. Many residents voiced concerns in the initial consultation process relating to lack of access posed for emergency vehicles when parking is at its worst.</p> <p>Reviewing the current proposal the attached signatories are strongly in favour of the proposed Controlled Parking Zone, there are some areas where we comment on and seek minor modifications, however we would not want consideration of these points to delay the implementation of the parking scheme as a whole.</p>
<p>Resident of The Mount</p> <p>SUPPORT</p>	<p>The large majority of residents in favour of the scheme are dismayed at the delay in getting the proposals implemented. The parking situation continues to deteriorate. Subject to a few points of detail the proposals seem an effective and overdue solution</p>
<p>Resident of The Mount</p>	<p>We fully support the proposal to implement waiting restrictions. Restrictions even the very mild restrictions proposed have been needed for a long time, to stop The Mount from being the all-day car park it is now.</p>
<p>Resident of The Mount</p> <p>SUPPORT</p>	<p>We fully support the proposals to implement waiting restrictions. It would stop The Mount being the free all day car park for non-residents that it is now, and the residents will be able to park in The Mount. It is very important to residents to have restrictions as soon as possible</p>
<p>Resident of The Mount</p> <p>SUPPORT</p>	<p>I am in favour of the proposal; the restrictions proposed seem sufficient to achieve the main objective to stop non-residents parking free all day.</p>
<p>Resident of The Mount</p> <p>SUPPORT</p>	<p>We wish to express our strong support for the above scheme. The number of RBH employees and others parking here all day, on and off the pavements and blocking accesses by parking too close to the corners, continues to increase purely because parking is uncontrolled. The zone as advertised is a low key solution suitable for our Conservation Area.</p>

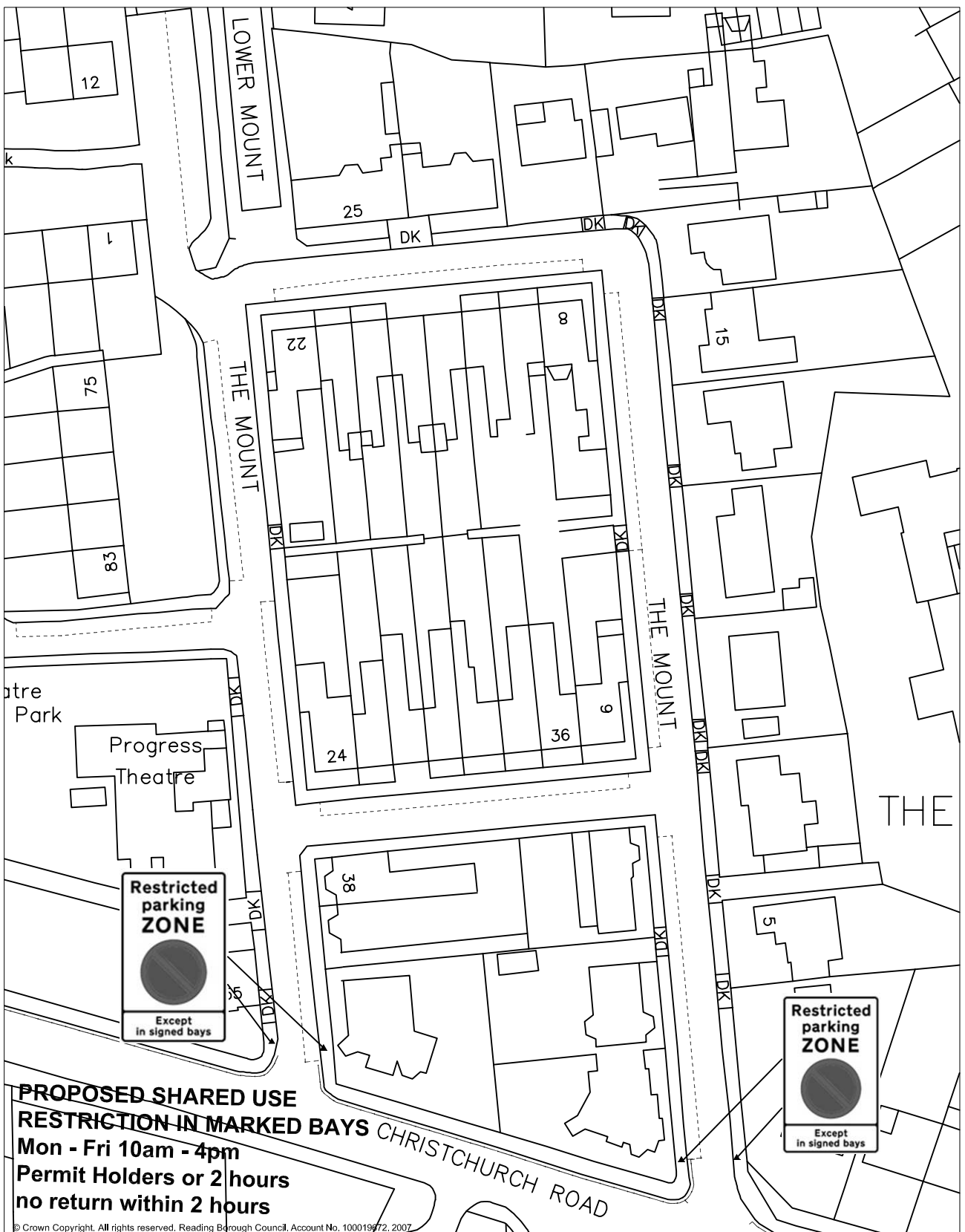
Comments of objection to the proposed scheme, but would want to see an alternative scheme proposed

<p>Resident of The Mount</p> <p>OBJECTION TO PROPOSAL But would want to see another proposal re consulted on</p>	<p>We are writing to share a mild objection for the restricted parking zone to cover The Mount. Over the last few years and during the working hours parking activity in The Mount has increased, causing inconvenience and safety concerns. Therefore overall we support the residents view that something must be done. However the RPZ proposed we fear is too draconian but also ineffective and will be problematic for residents. We support the adoption of a mixed use scheme as a better solution to the RPZ advertised,</p>
<p>Resident of The Mount</p> <p>OBJECTION TO PROPOSAL But would want to see another proposal re consulted on</p>	<p>I wish to support the alternative proposal lodged by neighbours for a less restrictive parking regime</p>
<p>Resident of The Mount</p> <p>OBJECTION TO PROPOSAL But would want to see another proposal re consulted on</p>	<p>I concur with my neighbours and wish to attach my support to their proposals. I foresee lots of disappointed and disillusioned people. Please take care with your decision they will impact on us, and once in place will be difficult to alter.</p>
<p>Resident of The Mount</p> <p>OBJECTION TO PROPOSAL But would want to see another proposal re consulted on</p>	<p>Even though the timings on the bays are relatively modest, the RPZ will mean restrictions will cover the whole of The Mount every minute of every day with no waiting at any time. This is unnecessary considering the parking issues on The Mount mainly occur during term time between 830am-5pm Monday to Friday. These restrictions are too extreme for our requirements and completely unnecessary. A mixed use scheme with some unrestricted spaces would be far more appropriate.</p> <p>The RPZ does not allow for deliveries to drop off or disability vehicles to wait on The Mount without being in a designated bay, this will present a serious problem for residents.</p> <p>Visitors to The Mount will likely be unfamiliar with this type of parking restriction, which is designed to indicate where you are allowed to park rather than where you are not, This is counter-intuitive and goes against what people expect. Rather than solve our problems visitors will still park inappropriately because they will not understand the signs.</p> <p>The required signage will be difficult to see when entering The Mount because of the acute angle of entry.</p> <p>The lack of non-restricted parking means that all residents without off-road parking will have to apply for permits, they will have no choice. As The Mount is a closed cul-de-sac there is nowhere else that residents without off road parking will safely be able to park near their own home.</p>

Comments of objection to the proposed scheme

<i>Residents</i>	
Resident of The Mount OBJECTION	I believe the proposal is too restrictive and would much rather this remain a restriction free zone, we never have problems finding a space, yes it sometimes gets busy during theatre nights but this is not an issue.
Resident of The Mount OBJECTION	I do not agree with the proposals, the plan is far to restrictive, some of the proposed bays are too small to accommodate residents provision. Although not perfect at the moment my strong preference is for things to stay as they are.
Resident of The Mount OBJECTION	We write to register our objection to the proposed parking scheme, we wish to retain the status quo. We feel the scheme will be prejudicial to the best interests of the majority of residents, and result in a loss of 33 parking places across The Mount. If a resident is unable to park in one of the marked bays because these are occupied they will have to resort to parking further afield or illegally. This is not an acceptable state of affairs in our view and will far outweigh the benefits of restricting parking to one side of the street. We would therefore urge the Council not to alter the present arrangements.
Resident of The Mount OBJECTION	There are currently plenty of places where vehicles can park, the introduction of bay only parking will dramatically reduce the number of spaces available to both residents and visitors, as well as other community members and in my opinion will create havoc. There are simply not enough bays for all residents to park as well as visitors to the Theatre. The proposal allows for friends and family to park without a permit after 4pm there is still a huge issue in relation to the amount of parking space available within marked bays. If bays were introduced this would either make it impossible for our guests to park in The Mount or would displace residents elsewhere. The introduction of permit parking during the week will adversely affect our local community, staff from the hospital and schools park here during the day, which is when most residents are at work anyway, we should be welcoming them and not displacing the problem to other local streets.
<i>Theatre</i>	
Progress Theatre Management OBJECTION	Whilst the operation of the theatre will not be affected by the parking restrictions in terms of times we have concerns regarding the reduced capacity which will result from use of bays. We feel this will not only potentially impact our patrons but also the residents, who will find there will be fewer spaces for them. Although our car park is used to capacity during full houses, there is of course the risk that where our patrons need to use surrounding streets there will be greater competition for spaces. As such we oppose the proposal to move to restricted parking; however we are cognisant of the concerns of neighbours and as such will support the majority.
Theatre Patron OBJECTION	I wish to place on record my objection to the proposed parking restriction in The Mount, as a regular theatre goer at Readings foremost amdram venue, I can see serious implications of closing down parking areas around the Progress. Surely the local civic authority should be supporting such ventures and not hinder them
Theatre Patron OBJECTION	I am writing to object to the pending imposition of waiting restrictions in The Mount, as a frequent visitor to friends in the Mount and Progress Theatre, the scheme you are imposing will make it intolerable for all and have a serious effect for residents and theatre customers.
Theatre Patron OBJECTION	I am dismayed to be informed of the intention to restrict parking in The Mount. The proposed parking restrictions will threaten the operation of the Progress Theatre and the associated theatre training and youth workshops. Progress has been part of The Mount since 1950s which is most likely the longest period of residence of any other in the area. To condemn everyone in The Mount to draconian parking measures is really unfair; please reconsider the effects this proposal will have on the area and the credibility of the local council.

<i>Other road users</i>	
Employee of Royal Berkshire Hospital OBJECTION	I would like to log my objection as follows. As an employee of Royal Berkshire Hospital an essential user of these parking spaces I have been parking here for 6 years. I am unable to get a staff parking permit as priority is given to clinical staff working shifts. I have never heard a complaint from residents who object to me parking here, by restricting parking here drivers will be forced to park in areas further from the hospital. As the RBH is vital for the Reading area I am surprised that the council is actively making it difficult for staff to get to work.
Employee of Royal Berkshire Hospital OBJECTION	I am writing to express my concerns about the proposed parking restrictions in The Mount. I regularly park there due to shortage of space within my workplace (RBH) and am concerned where I could park in future. The residents do not park there during the day so why restrict others from parking there.
Employee of Royal Berkshire Hospital OBJECTION	I am a doctor at RBH and have been an essential user of the parking spaces within The Mount, due to the location of my house I cannot get a permit at the hospital; it is more convenient to park in The Mount. I kindly request you not to change the area into a RPZ as it would be more stressful for potential users like me.
Employee of Royal Berkshire Hospital OBJECTION	I wish to object to the proposed parking enforcement within The Mount. I am sure you are aware of the staff/patient parking problems at the RBH and this is one of the very few roads with free parking. I am surprised Reading Borough Council is actively making it difficult for staff to park in the area during week days.
Employee of Royal Berkshire Hospital OBJECTION	I read with disappointment and anger the notices that have been erected within the Mount. I work at RBH in the A&E and know of numerous other staff that use the road to park in whilst on duty. This is the only street within walking distance of the hospital to park. Time for these staff is critical and can be a matter of life or death. The few people who do use the road to park in whilst at RBH do not seem to impact on the residents. I hope the council will take into consideration the staff of the RBH and not the greed of wanting to earn more money by implementing costly fines.
Employee within Town Centre OBJECTION	I wish to register my disapproval to the proposal. As an individual who works in Reading it is becoming increasingly difficult to get into Reading and park without significant distance or sitting in a car for an extensive period of time. The Mount is one of the few places remaining where it is feasible to park and walk, by introducing these restrictions not only will it impact myself but also the residents (who I'm sure are against this) but also houses and streets in the close vicinity, as people who currently park in the Mount will then go to the next nearest area.



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RG1 7AE

Project Traffic Management Sub Committee 06/14 Appendix 2 - The Mount			
Drawing Proposed Waiting Restrictions			
Drawn AS	Checked SB	Approved	Date 06/14
Scale N.T.S		Drawing no. TMSC0614/2	

Appendix 3a: Responses received in relation to College Road & Culver Road Traffic Regulation Order

Comments of support

Received From	Resident Comment
SUPPORT Resident of Culver Road	"We are in favour of the parking scheme in Culver and College Road as it is often impossible to find a parking place for residents in the evening"
SUPPORT Resident of College Road	"I would like to support the proposal for RP in College and Culver Road. We have had to park in other roads on a number of occasions and my elderly father has to walk a long way to visit us as there is rarely parking near our house. I think this proposal will make a big positive difference".
SUPPORT Resident of College Road	"I am writing in support of the RP proposal, it is an excellent idea. Over the last two years car parking on both Roads have got worse and worse. The parking problem is worsen due to the recent introduction of Newtown RP scheme, events at Palmer Park over the weekends, commuter parking, conversion of single dwelling into HMO...etc. I hope the scheme is adopted in its proposed form. No amendments are required."

Comments of objection

Received From	Resident Comment
OBJECTION Resident of Culver Road	"The proposed RP scheme would not meet our current need with 3 cars registered under our address. There do not appear to be any unrestricted road nearby to accommodate our third car which means we will have to park some distance from our property. I don't see an issue with the current parking situation in Culver Road".
OBJECTION Resident of Culver Road	"As a resident I see no need for RP on Culver Road. The proposal would greatly inconvenience me as a resident".
OBJECTION Resident of Culver Road	"I wish to object to the RP scheme on the following grounds: 1) There is no longer the same level of parking pressure as it used to be. 2) Residents of Culver Road were underrepresented in the response to the informal consultation, which was dominated by residents on College Rd however Culver Road will be disproportionately affected by the scheme as College Rd has a higher density of housing and therefore cars will shunt up the road. 3) RP scheme will encourage residents of St Bart's to park here. 4) Cost of permits and visitors permits are high and residents have to pay for parking which is currently free."
OBJECTION Resident of College Rd	"Parking is not normally a problem during the day. We agree with the proposal to shorten the double yellow lines but oppose to the shared use RP between 10am and 4pm. Residents who have regular visitors will need to pay additional cost for visitor permit. We would support 2 hour parking between 8am-8pm, this would work better for the Nursery and the College who have visitors throughout the day"

Resident of College Rd OBJECTION	"We object to the resident permit scheme on College Road"
Resident of College Rd OBJECTION	"I would like to put forward my objection based on the fact I was not given the opportunity to express my view on the proposal as I did not receive the informal consultation, I also don't think a RP scheme is necessary. On occasion I may not be able to park directly outside my residence but this is rare"
Resident of College Rd OBJECTION	"I object to the restricted parking, I don't believe it is necessary as there are always parking spaces"
Cranbury College OBJECTION	<i>Objection with 12 signatures from Cranbury College staff.</i> "We are concerned about the impact of the proposed RP scheme on College Road and wish to object to the proposal. Our children have significant special needs and as a result are transported by Taxi to school each morning with some drivers requires to park and escorting the children in. We have up to 12 members of staff with car of those, 5 come and go at various times in the day"
Park Day Nursery OBJECTION	I raise an objection to the proposed RP scheme on College and Culver Road. Implementation of a RP scheme would have a severe and direct impact on the viability of the nursery business. The majority of the parents would pick up and drop off their children by cars and the proposed scheme does not accommodate for this. Furthermore, the scheme would also have a direct impact on staff that drives to work. In my opinion there is both social and economic justification for halting the proposal in its current format whilst other options that would be less impactful on local business and social requirements are considered and taken into account.



- KEYS:**
- DK EXISTING DROP KERBS
 - EXISTING NO WAITING AT ANYTIME
 - PROPOSED RESIDENTS PARKING BAYS

NOTES:

ROAD WIDTH OF 6.5 METRES CONSISTENT THROUGHOUT CULVER ROAD AND COLLEGE ROAD

PROPOSED PARKING BAYS OF 2 METRES

TOTAL NO. OF HOUSEHOLD ON COLLEGE ROAD = 61

CULVER ROAD = 30

TOTAL = 91

TOTAL NO. OF EXISTING SPACES ON COLLEGE ROAD = 75

CULVER ROAD = 37

TOTAL = 112

TOTAL NO. OF PROPOSED SPACES AVAILABLE ON COLLEGE ROAD = 73

CULVER ROAD = 40

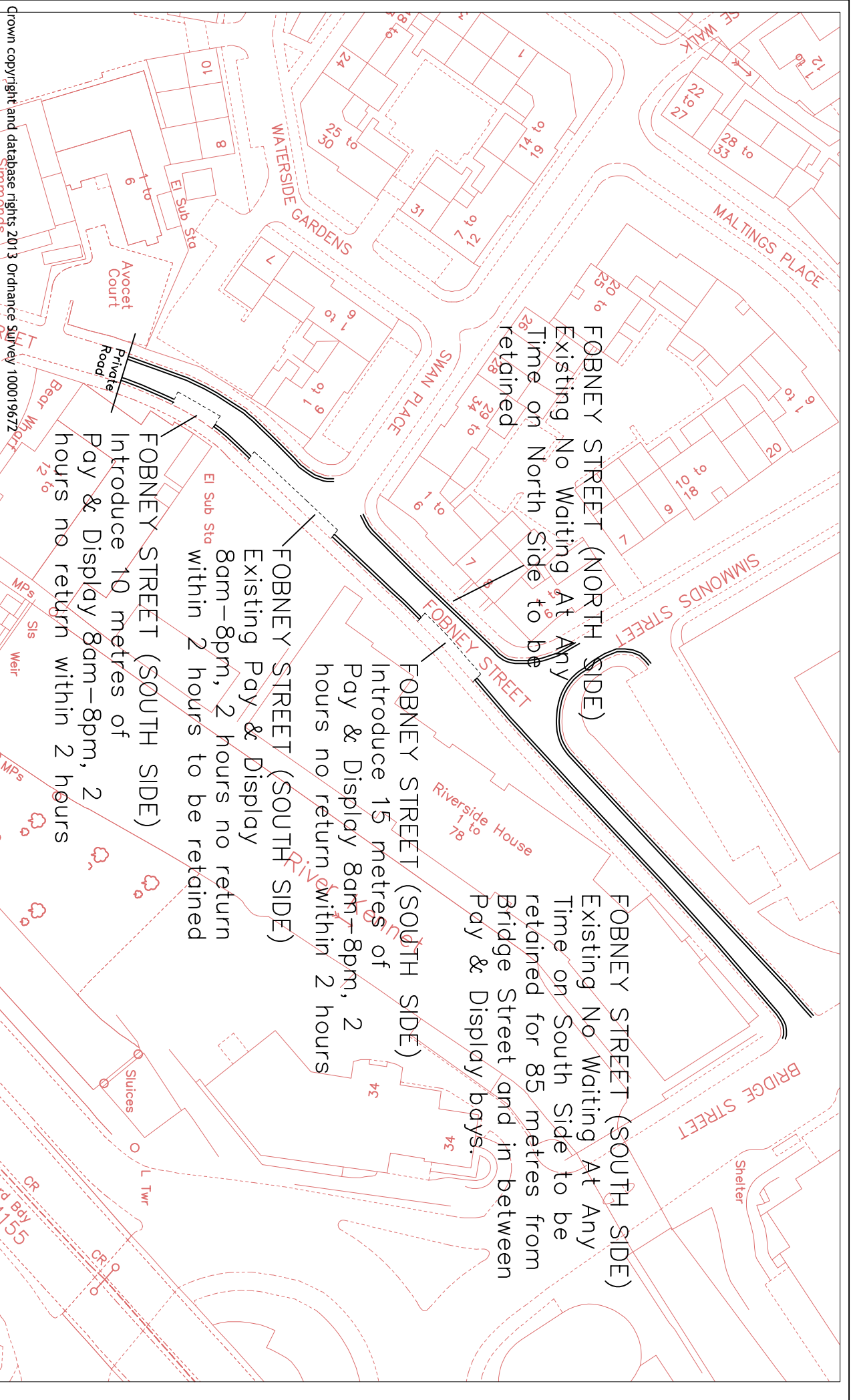
TOTAL = 113

(TAKEN INTO ACCOUNT OF 3 SPACES LOST IN CREATING 2 PASSING BAYS ON COLLEGE RD AND 4 SPACES GAINED BY SHORTENING DVL ON COLLEGE RD AND CULVER RD)

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Project	COLLEGE ROAD/CULVER ROAD
Drawing	PROPOSED RESIDENT PARKING BAYS ON BOTH SIDES OF ROAD WITH PASSING BAYS

Scale	CAD Drawing Scale 1:1000 (MILES LOCATION)	
Drawn	JC	Checked
Approved	SB	SB
Date	OCT 2013	
Drawing no.	APPENDIX 3	



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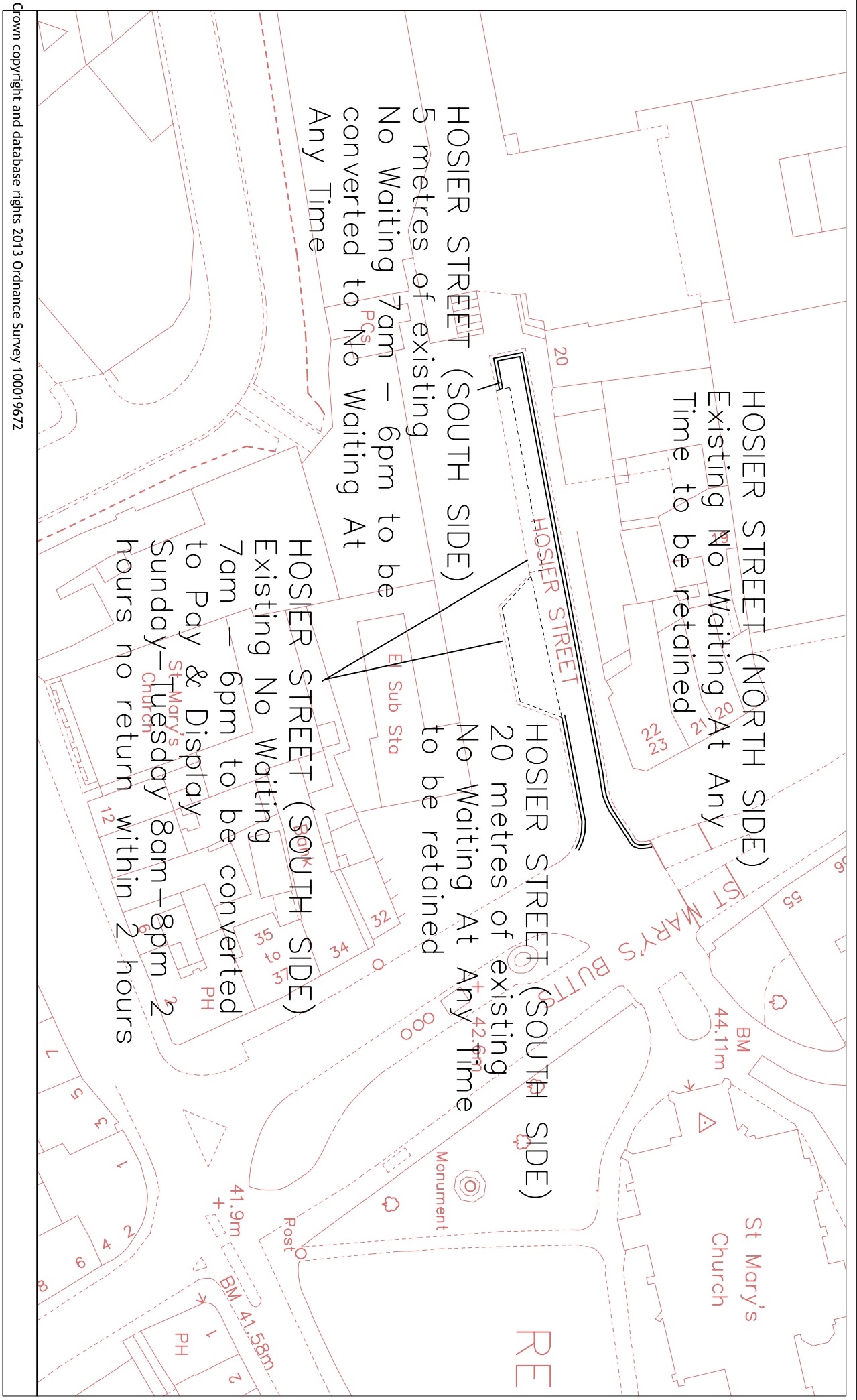
Project
Pay & Display (2014)

Drawing
Fobney Street

Scale
NTS
Drawn AS

Date
04/14
Checked

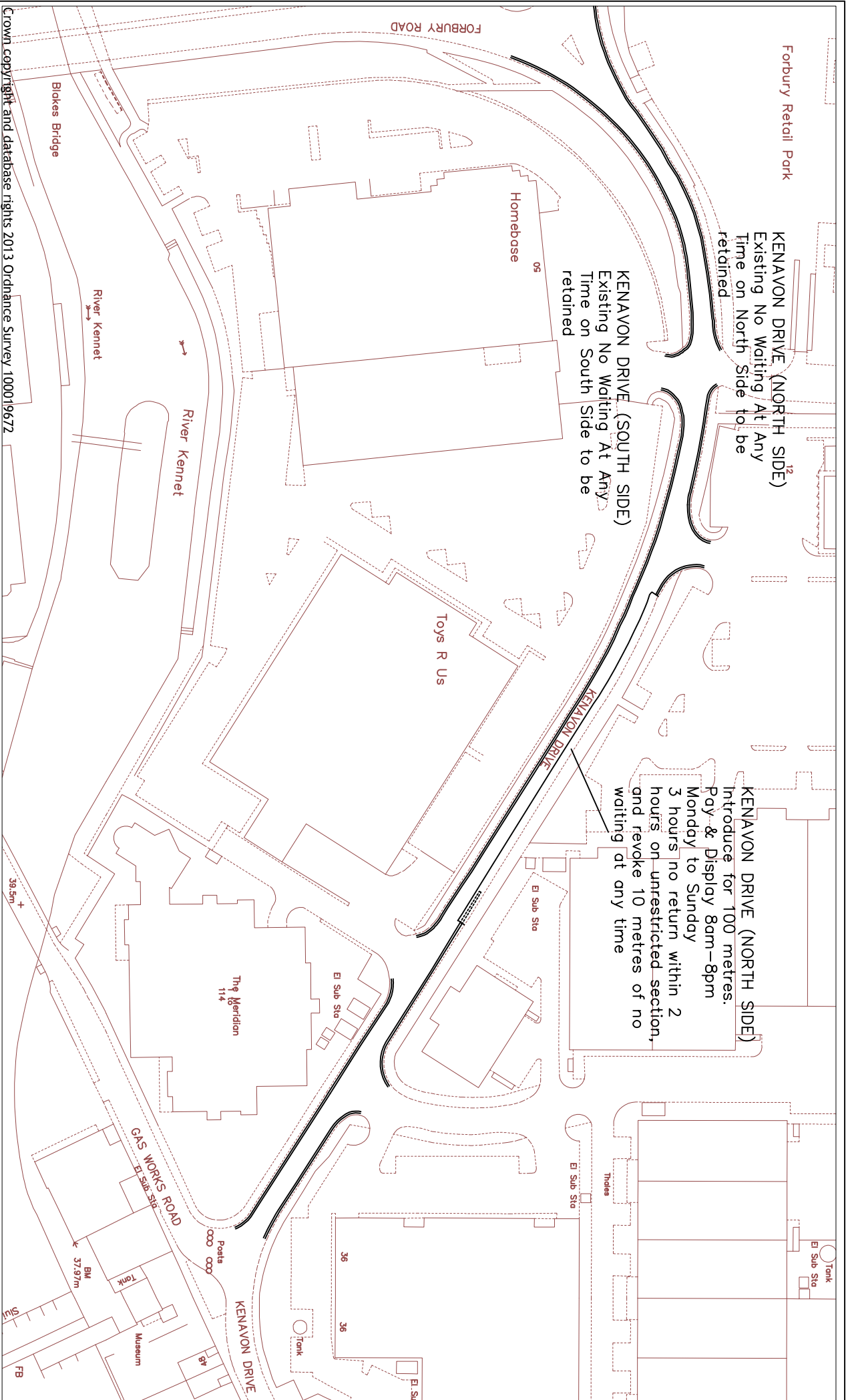
Drawing No.
NW/P&D/14/Fobney
Approved



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Reading
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Project		Scale	
Pay & Display (2014)		NTS	AS
Drawing		Date	Checked
Hoser Street		04/14	Approved
Drawing No.		Drawing No.	
		NM/P&D/14/Hoser	



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Project		Scale	
Pay & Display (2014)		NTS	Drawn AS
Drawing		Date	Checked
Kenavon Drive		04/14	Approved
		Drawing No.	
		NM/P&D/14/Kenavon	

Appendix 5a: Responses received in relation to 20mph Zone Traffic Regulation Order

Comments of support

Received From OBJECTION/SUPPORT	Resident Comment
Resident of Addington Road SUPPORT	"I would welcome the speed limit applied to the Park and Redlands area because I observe difficulties for pedestrians to cross roads, because I am a keen cyclist and I think it would improve the safety of the entire neighbourhood. In particular, I can see on a daily basis the risks for people and students who are trying to cross roads at the two roundabouts where Eastern Avenue meet Crescent Rd and Addington Rd".
Resident of College Road SUPPORT	"I am writing to give my wholehearted support to these proposals to make the roads within the area of East Reading from Kendrick Road to Wokingham Rd a 20mph zone. This is an issue that the Redlands and University NAG has campaigned on for some time and will be well received by residents making the area safer for everyone and especially for children attending local schools and nurseries, as well as older residents"
Resident of Bulmershe Road SUPPORT	"I would like to record my strong support for the proposed TRO restricting speed to 20mph in the Park/Redlands area".

Comments of objection

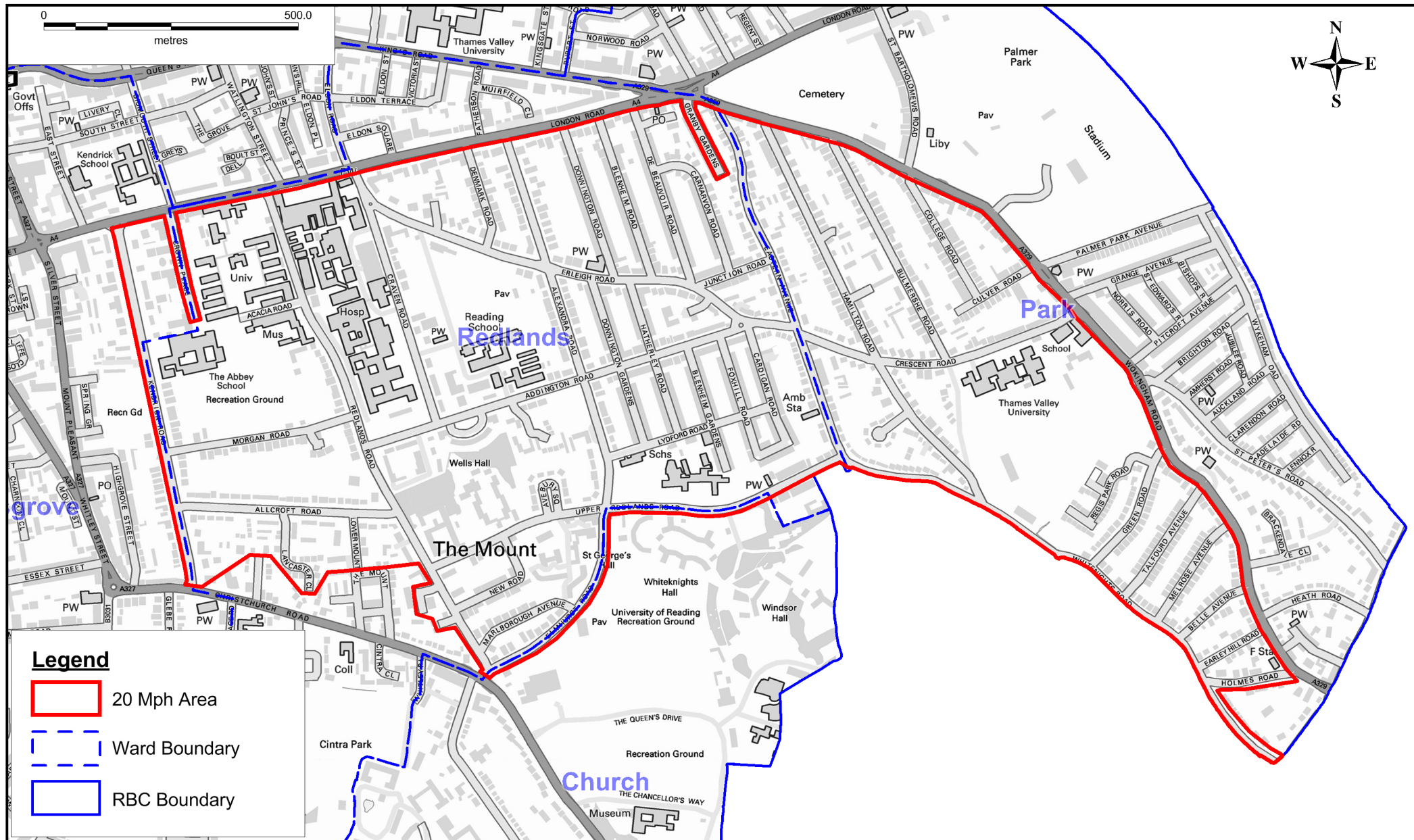
Received From OBJECTION/SUPPORT	Resident Comment
Resident of Morgan Road OBJECTION	"I am of the opinion that the proposed East Reading 20mph zone is a complete waste of money. Fairly recently the council made an order to prevent loading and unloading on the North Side of Morgan Road during a part of the day and roadside signs were erected to cover the situation, but no one observes the signs and no one appears to enforce these restrictions. The same will apply to the 20mph restriction if imposed. It does not have my support and I have never been part of a consultation process.
Resident of Morgan Road OBJECTION	"I am a resident of Morgan Road, one of the roads covered by the proposed. Firstly, the extremely large list of roads to have their speed limits dropped by 10 mph begs the question of the council's motivation for this change? Have there been many accidents recently? Has there been an increase in accidents across ALL of these roads? Have residents requested a drop in speed limit? Is this related to nearby schools? Is this a trial for Berkshire? However 30mph has long been held as a reasonable and safe speed limit for residential areas. I am fully in support of 20 mph (or less) areas around schools, traffic lights and zebra crossings to help children cross safely, but for all other times of day roads such as Kendrick clearly do not need to be 20 mph - have you ever seen the road? It's ridiculous to make that a 20 mph!! This seems to be the slowly shifting paranoid safety culture of the UK, as 60 mph speed limits are dropped to 50, 40's are dropped to 30's and 30's dropped to 20's. Now if an area has a history of accidents or complaints of speeding vehicles then DEFINITELY it should have it's limit reduced, but the blanket road coverage in TC2850/881 is just ridiculous"
Resident of Maidenhead OBJECTION	"I would like to object to the above order, in particular to its application to Kendrick Road and Redlands Road. I am a regular visitor to this part of Reading. My reason for objecting is that the proposed speed limit is unrealistic and unjustified for these roads. These roads are not major through routes but can be used as such (for example, by buses). They are both fairly wide and have

	<p>houses set back. There is no obvious need for a speed limit reduction; in fact, they fit very much into the types of road suitable for a standard urban 30 mph speed limit.</p> <p>I note that a 20 mph zone is planned and therefore traffic calming measures are required by law. Kendrick Road and Redlands Road are wholly inappropriate for such measures. The character of these roads means that vulnerable road users are well separated from traffic, and there is little risk in this regard. In fact, I contend that traffic calming measures will actually be detrimental to road safety. I do not believe a “particular risk to vulnerable road users” has been identified for these roads. The only school on these two roads is The Abbey School, around which traffic naturally slows anyway when pupils are arriving and departing. I do not believe this justifies a permanent 24 hours a day, seven days a week 20 mph speed limits.</p> <p>Unrealistically low speed limits on these roads will lessen drivers' respect for 20 mph limits where they are justified, to the detriment of road safety generally”</p>
<p>Resident of Crescent Road</p> <p>OBJECTION</p>	<p>“We wish to to object to the Various Roads 20 mph Order 2014.</p> <p>Safety is a paramount concern for all road users. This proposal covers an extensive area. There may be the odd narrow street which could benefit from specific measures. Yet this does not mean an isolated issue should be addressed by a blanket response. On the whole road users respond to conditions responsibly within the parameters of a 30 mph limit. We believe therefore what is being proposed should be resisted as indiscriminate, arbitrary and excessive.</p> <p>As regular road users who have lived above since 1986, our principal concern is with the negligent use of roads by those 'cyclists who are unfamiliar with the Highway Code, and we would respectfully urge the Council to focus its efforts on addressing the 'cycle issue”.</p>
<p>Resident of Denbeigh Place</p> <p>OBJECTION</p>	<p>“I am concerned that Reading Borough Council sees reducing the speed limit from 30 mph to 20 mph as a universal solution to increase safety on and around the roads of Reading. I object to the proposed 20 mph speed limits when existing laws are regularly being broken and not well enforced. I think that current rules and laws need to be properly enforced on violators before enacting more restrictive rules and laws that negatively impact a wider population”</p>

Comments of support for St Peters Avenue to be included in any future 20mph consultation

Received From OBJECTION/SUPPORT	Resident Comment
Resident of St Peters Road	“I would like to add my support to St Peters Road being added to the 20 mph safe zone. We have a school at the top of the road, and a large amount of parked cars up and down the road - and we often have cars speeding up and down the road, it would be beneficial to include us in this zone”
Resident of St Peters Road	“I am a resident in St Peter's Road. I understand there has recently been a period of consultation about assigning certain roads in East Reading as 20mph zone, and that St Peter's Road was omitted. I am sure you are aware that the road is a 'rat-run' between Wokingham Road and Church Road, and furthermore that St Peter's school on Church Road is just opposite the end of St Peter's. As a result of these two factors, there is a combination of a lot of traffic, inappropriate parking at school times, and children usually accompanied by their parents. I think there is a very good case for St Peter's Road to be included in the 20mph zone for reasons of safety. Residential road + lots of traffic + bad parking + lots of children = recipe for disaster”

<p>Resident of St Peters Road</p>	<p>"I was surprised and disappointed to discover that St Peter's Road is not being included in the consultation for the 20mph zone in East Reading. The residents of St Peter's Road have raised the issues of speeding traffic, combined with parking problems, for some time now, and this is an ideal opportunity for the Council to do something positive about it.</p> <p>There are several reasons why St Peter's Road should be included. Firstly, there are pre-schools, nurseries and primary schools at both ends of this road, which means that there are many children walking up and down the road everyday. It is well known that keeping speeds down to 20 mph significantly decreases the risk of serious injury should a child be in an accident. Putting the speed limit at 20 mph would also encourage more parents to let their children walk to school, as fears about the dangers of traffic is one of the major reasons why parents drive their child to school instead of walking. This would improve the health of those children. It may also have an effect on the parking issues in St Peter's Road, such as pavement parking. Also, St Peter's Road is used as a "rat-run" by impatient drivers, who speed down the road regularly. Driving along the pavements to avoid parked cars is also a frequent occurrence, particularly at school drop off and pick up times, and during the rush hour. My own children have nearly been hit twice by drivers driving on the pavement. Putting the speed limit at 20mph would discourage the use of St Peter's Road as a cut through, and make it safer if people continue to use it in this way.</p>
<p>Resident of St Peters Road</p>	<p>I have read the proposal to make various roads in East Reading 20mph. I was disappointed to see that my own road, St Peter's road, along with others were not included. This is in spite of the fact that we have a primary school at each end of the road and we have petitioned the council recently to deal with traffic issues. We regularly see cars speeding down the road, regardless of the road humps"</p>



Legend

- 20 Mph Area
- Ward Boundary
- RBC Boundary

Title: **20 Mph Area**

Date: 22/05/2014 Scale at A4: 1:10000

Produced by GIS & Mapping Services

Ref: 53509 - G:\M\Data\CDI\Env\Transport\20 mph zone E Reading\20mph Zone A4L 220514.wor

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**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25th JUNE 2014	AGENDA ITEM:	10
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	HIGHWAYS & TRANSPORT	WARDS:	ALL
LEAD OFFICERS:	JIM CHEN	TEL:	0118 937 2198
JOB TITLES:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<u>Jim.chen@reading.gov.uk</u>

1. EXECUTIVE SUMMARY

- 1.1 To seek approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.
- 1.2 Appendix 1 - Bi-Annual Waiting restriction review programme list of streets

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

2.5 That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.

2.6 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

4.1 The council regularly receives correspondence from the public, councillors and organisations that have a desire for the council to consider new or alteration to formal waiting restrictions. Requests are reviewed on a 6 monthly basis commencing in March and September of each year.

4.2 This review has typically involved the investigation and consultation on a number of individual requests. The purpose for carrying out a bi-annual review is to ensure best value as the statutory processes involved are lengthy and expensive.

4.3 In accordance with the report to this Sub-Committee on 13th March 2014, consultation with Ward Councillors has been completed, and the resultant proposals where councillors are happy to proceed with schemes to take forward to the statutory consultation process are listed in Appendix 1.

4.4 This report seeks the approval of the Sub-Committee to carry out the Statutory Consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

9.1 The works will be funded by existing Transport Budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee 13th March 2014

WAITING RESTRICTION REVIEW 2014A
APPENDIX 1

Ward	Street	Requested by	Summary of request & Officers recommendations
Abbey	Eaton Place	Businesses	<p>Request to review the existing waiting restriction (no waiting Mon-Sat 9am-6pm) to no waiting at any time, as inconsiderate parking leads to issues with vehicles being unable to utilise off street parking. In addition emergency exit from premises are blocked by parked vehicles.</p> <p>Officers comments and recommendations The existing part time waiting restriction allows overnight and all day Sunday parking in Eaton Place where inconsiderate parking occurs and causing obstruction to car park access. It is therefore recommended to convert the existing part time restriction to no waiting at any time as show in drawing AWRR/2014A/AB1</p>
Abbey	Fobney Street/ Bridge Street	Network Management	<p>Review existing restriction to incorporate changes to the junction of St Mary's Butts and Gun Street.</p> <p>Officers comments and recommendations Loading and unloading is constantly taking place on Fobney Street and in the Bus stand on Bridge Street. This bus stand is not used for its purpose due to its location and should be relocated elsewhere. It is therefore recommended to convert existing bus stand to a loading bay and introduce a full time loading ban on Fobney St as shown in drawing AWRR/2014A/AB2</p>
Abbey	Chatham Street	Readibus	<p>Readibus have requested that the existing loading restriction on Chatham Street is relaxed to allow loading and unloading until 4.30pm. The existing restrictions on Chatham Street are currently no waiting at any time and no loading 8.15-9.15am and 4.00-6.15pm. Readibus have requested a relaxation of this as their customers use the Irish Centre and they have difficulty accessing the car park.</p> <p>Officers comments and recommendations Retain no waiting at any time and no loading 8.15-9.15am and relax the afternoon peak hour loading ban to 4.30-615pm as shown in Drawing AWRR/2014A/AB3</p>
Abbey	Queen's Road	Taxi Association	<p>Request for a taxi rank between 2300 and 0500 outside the Grosvenor Casino.</p> <p>Officers comments and recommendations Reading has developed into a vibrant town centre with busy night life and entertainment for many. There is a high demand for taxi service in this part of Reading with the nearest taxi rank on King Street. The requested part time taxi rank will be in operation outside the peak hour. It is therefore recommended that a part-time taxi rank between 2300 and 0500hr be implemented as shown²in drawing AWRR/2014A/AB4</p>

Ward	Street		Summary of request & Officers recommendations
Battle	Little Johns Lane Sherwood Street Alma Street Dorset Street Westbrook Road Thornton Road Fulmead Road Thornton Mews Chester Streets	Residents via MP	Request to introduce resident permit parking to deter non-resident parking. Officers comments and recommendations Residents are struggling to compete with commuter parking in the area and requesting a resident only parking scheme. It is recommended to review Little Johns Lane area under part of the phase 2 borough wide Resident permit review.

Ward	Street		Summary of request & Officers recommendations
Caversham	Ardler Road	Resident	<p>Request to introduce resident permit parking to deter non-resident parking.</p> <p>Officers comments and recommendations Residents are struggling to compete with commuter parking in Ardler Road and requesting a resident only parking scheme. There has been an increase parking pressure within the whole area not Ardler Road alone, it is therefore recommend to review Ardler Road area under part of the phase 2 borough wide Resident permit review.</p>
Caversham	Nelson Road/St John's Rd	Resident	<p>Request for no waiting at any time around the junction.</p> <p>Officers comments and recommendations This is a highly dense residential street heavily parked up with vehicles on both sides of road and sometimes on top of the junction; leaving little room for pedestrian to cross the road. Therefore it is recommended that no waiting at any time be implemented for 8 metres at the junction to improve sight lines as shown in Drawing AWRR/2014A/CA2</p>

Ward	Street		Summary of request & Officers recommendations
Church	Barnsdale Road/Ennerdale Road	Resident via Ward Councillor	<p>Request for no waiting at any time around the junction.</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/CH1</p>
Church	Blagdon Road & Torrington Road	Ward Councillor	<p>Request to introduce waiting restriction outside the nursery entrance.</p> <p>Officers comments and recommendations There are two entrances to the nursery; one from Blagdon Road and another from Torrington Road which is not protected by a formal waiting restriction. Therefore it is recommended to introduce a school keep clear marking (no stopping Mon-Fri 8am-5pm as shown in drawing AWRR/2014/CH2</p>
Church	Staverton Road area	Housing (via previous review)	<p>Concerns that the fire brigade will be unable to access Cornwood Gardens due to park cars on both sides of road around the bend. Request to introduce no waiting at any time to allow access and improve visibility for drivers.</p> <p>Officers comments and recommendations Ongoing discussion with all interested parties. Further investigation is required.</p>

Ward	Street		Summary of request & Officers recommendations
Katesgrove	Home Farm Close	Ward Councillor	<p>Request to investigate parking around the emergency access for school and provide no waiting at any time on the bend to improve visibility.</p> <p>Officers comments and recommendations Upon site observations the area of footway in front of the access to the school is heavily used for parking, this requires the residents to park more with more courtesy and be aware the school may want access through this pathway. With regard to parking on the bend there are wooden posts on the south side of the bend to deter parking on this side and upon site observations the majority of parking does take place on the north side. It is recommended that no waiting restrictions are introduced.</p>
Katesgrove	Charndon Close	Residents	<p>Request for parking restriction or resident permits to deter non-resident parking.</p> <p>Officers comments and recommendations Charndon Close is on housing land which leads to residential garages. It is currently unrestricted with residents from neighbouring streets use it as an overflow car park. Any formal waiting restriction would have a severe impact on Charndon Close residents too. It is recommended that housing team be advice to erect street name plate as private street with resident access only.</p>
Katesgrove	Milman Road	Residents	<p>Review of ambulance bay.</p> <p>Officers comments and recommendations Ongoing consultation with ward councillors.</p>
Katesgrove	Basingstoke Road	Business	<p>Request to relax loading ban outside shop between Elgar Road and Cradock Road</p> <p>Officers comments and recommendations The service road outside No.93-103 is currently unrestricted and with all day parking taking up the few available spaces, it further limit shoppers and deliveries parking. It is therefore recommended that a loading bay and 30 min limited waiting bay be introduced as shown in drawing AWRR/2014A/KA4</p>

Ward	Street	Requested by	Summary of request & Officers recommendations
Kentwood	Armour Hill	Resident	<p>Restrictions to stop on-street parking and encourage use of driveways.</p> <p>Officers comments and recommendations Upon site observation parking is taking place on one side of the road; this however does not cause any obstruction or raise safety concerns. It is therefore recommended no further action be taken. Residents will be given advice on Access Protection Marking application, should they wish to apply for this marking.</p>
Kentwood	Coinston Drive	Resident via Ward Councillor	<p>Cars parked close to the junction makes it difficult to pull out onto the main road. Request to extend no waiting at any time to prevent accidents.</p> <p>Officers comments and recommendations Waiting restriction is not to be considered for the benefit of individual convenience. In the event of vehicles causing obstruction to private access, police should be informed as this is a matter of obstructive parking. It is therefore recommended that no further action be taken.</p>
Kentwood	Edenhall Close	Resident via MP	<p>Request for waiting restriction to deter commuter parking.</p> <p>Officers comments and recommendations Officers have visited the site on several occasions and find no evidence of commuter parking within Edenhall Close. It is therefore recommended no further action be taken.</p>
Kentwood	Wealden Way/Midwinter Close	Resident via MP	<p>Request for waiting restriction to protect the junction</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility and safety issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/KE4</p>
Kentwood/ Tilehurst	Norcot Road	Resident	<p>Request for waiting restriction to deter driveway obstruction outside No.123-127.</p> <p>Officers comments and recommendations</p>

			<p>A marked bay is provided on the north side of Norcot Road, this bay is unrestricted but was introduced to discourage footway parking and ensure vehicles park with all four wheels on the carriageway, which has been achieved, There is a mixture of properties some with no off street parking provision and others with. Where residents do have off street parking they are finding it difficult to utilise there drives due to vehicles parking extremely close to their dropped kerbs.</p> <p>It is recommend that the bay is broken, and introduce no waiting at any time (double yellow lines) across the properties with driveways as shown on AWRR/2014A/KE5</p>
Kentwood/ Norcot	Norcot Road	Resident via petition (Jan TMS)	<p>A petition was submitted to the Traffic Management Sub Committee in January from residents of the north side of Norcot Road who do not have off-street parking facilities, currently they utilise on the footway on the south side of Norcot Road, which remains public highway. This area is used also as overspill parking from the industrial units. Although bays are marked out, the pressure for parking is so much that vehicles are parked outside of bays often blocking the footway.</p> <p>Officers comments and recommendations Properties on the north side of Norcot Road between its junction with Oxford Rd and Edgar Milward Close have no off street parking facilities. There are currently 14 unrestricted spaces marked within the footway on the south side which would provide the resident with the much needed parking facility. It is therefore recommended to introduce a Resident permit scheme as shown on drawing AWRR/2014A/KE6.</p> <p>NB. Properties no the north side of Norcot Road are situated in Kentwood Ward, and the proposed RP bays on the south side of Norcot Road are situated in Norcot Ward.</p>

Ward	Street		Summary of request & Officers recommendations
Mapledurham	Knowle Close	Resident	<p>Request for waiting restriction to protect the junction</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/MA1</p>
Mapledurham	Woodcote Road opposite St Peter's Ave	Residents	<p>Request for waiting restriction to deter parking on grass verge.</p> <p>Officers comments and recommendations Removed from current programme in March TMSC</p>
Mapledurham	Geoffreyson Road	Residents	<p>Request for footway and verge parking ban</p> <p>Officers comments and recommendations Footway and verge parking ban is currently on trial in parts of Reading as an area scheme, to try and anticipate any displacement effects. Further monitoring is required before consideration be given to individual roads. It is therefore recommend deferring such request until the impact of verge and footway parking ban is fully appreciated.</p>

Ward	Street		Summary of request & Officers recommendations
Minster	Tazewell & Caroline Court	Resident	<p>Request for waiting restriction to deter inconsiderate parking which is causing problem for refuse lorry and delivery vehicles.</p> <p>Officers comments and recommendations Inconsiderate parking currently take place in Tazewell Court outside the garaging area and at its junction with Caroline Court. Residents have difficulties using their off street parking with parked cars adjacent and opposite garages. It is therefore recommended that no waiting at any time is implemented as shown in drawing AWRR/2014A/MI1.</p> <p>Caroline Court is a private road, and no further action can be taken from the council.</p>
Minster	Berkeley Avenue service Road	Resident	<p>Residents have requested either resident permit or no waiting at any time on the south side to tackle further night time and weekend parking issue.</p> <p>Officers comments and recommendations The profile of this section of street does not fit that for residents parking. Properties have off street parking and garages. At the request of residents in 2013 a no waiting Mon -Sat 11am-1pm introduced, to deter commuter parking. However residents feel parking problem still exists and vehicles from neighbouring street still parked opposite their driveway.</p> <p>It is recommended to introduce no waiting at any time on the south side opposite the houses, this would provide residents with easier access into their drive and still allow visitor parking on one side of the road. Drawing AWRR/2014AMI2</p>
Minster	Boston Avenue	Resident via Ward Councillor	<p>Request for 2 hours limited waiting to deter commuter parking.</p> <p>Officers comments and recommendations An informal consultation was carried out with Boston Avenue residents in Dec 2012. The proposal did not gain consensus at the time to progress further and it is</p>

			therefore recommended that no action be taken.
Minster	Western Road	Resident	<p>Request for no waiting at any time to deter footway parking and obstruction to residential property.</p> <p>Officers comments and recommendations Inconsiderate parking is taking place on the narrow northern footway of Western Road causing obstruction to resident access. It is therefore recommended to extend existing no waiting at any time from its junction with Brunswick St by approximately 8 metres to protect residential access as shown in drawing AWRR/2014A/MI4</p>
Minster	Carmelite Drive	Resident	<p>Request for waiting restriction to protect its access.</p> <p>Officers comments and recommendations No waiting at any time was implemented in 2013 on the inner bend of Southcote Road opposite Carmelite Drive to improve drivers forward visibility. Carmelite Drive is situated on the outer bend of Southcote Road with sufficient visibility pulling out onto Southcote Road. It is therefore recommended that no further action be taken.</p>
Minster	Tintern Crescent	Resident	<p>Request for waiting restriction to protect its two junctions with St Saviour's Road.</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/MA1</p>
Minster	Harrow Court	Resident via Ward Councillor	<p>Request for resident permit parking to deter commuter parking.</p> <p>Officers comments and recommendations Inconsiderate parking is taken place within Harrow Court causing obstruction to refuse vehicle. It is therefore recommended to introduce no waiting at any time a\s shown in drawing AWRR/2014A/MI7</p>

Ward	Street		Summary of request & Officers recommendations
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Norcot/ Southcote	Honey End Lane	Resident	<p>Request from resident to shorten 5 metres of existing no waiting at any time on the bend outside No. 131.</p> <p>Officers comments and recommendations No waiting at any time is present around the bend to improve visibility. However this can be shortened by 10 metres on the south side to create parking without compromising visibility. as shown in drawing AWRR/2014A/NO1</p>
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Ward	Street		Summary of request & Officers recommendations
Park	Wokingham Road	Business	<p>Request for a 2 hours limited waiting bay to allow for a turnover of parking for patient attending dental surgery between Mon-Sat 9am-6pm.</p> <p>Officers comments and recommendations This section of Wokingham Road is unrestricted and there are unrestricted parking spaces on both sides. Any patients visiting the surgery should be able to park within a short walking distance to the surgery. If the request is to accommodate elderly patients then a discretionary disabled bay could be considered.</p>
Park	Heath Road	Residents via petition (Nov TMSC)	<p>Request for waiting restrictions to deter school run parking which causes obstructions to private driveway.</p> <p>Officers comments and recommendations There is a long standing parking issues within Heath Road, with a petition submitted to the Council in March 2000. A waiting restriction proposal was consulted with the residents in 2001. The proposal did not gain consensus at the time to progress further and subsequently removed from the review programme in 2002.</p> <p>Parking problems seems to have worsen over the past years and it is worth consulting on another proposal to revolve the parking issue. It is therefore recommending to introduce no waiting at any time as shown in Drawing AWRR/2014A/PA2</p>

Ward	Street		Summary of request & Officers recommendations
Peppard	Blackwater Close	Resident	<p>Vehicles are parked within the turning area causing obstruction to private drive. Request for no waiting at any time to protect the turning area.</p> <p>Officers comments and recommendations This is a very specific request concerning vehicles parking in the turning head, which blocks the off street parking bay. The issue seems to be of a neighbourly dispute and inconsiderate parking, which would not be solved through the introduction of waiting restrictions, A more informal marking such as an access protection marking or Keep Clear would be more appropriate.</p>
Peppard	Buckingham Drive	Resident	<p>Request for waiting restriction to deter inconsiderate parking during school peak hour.</p> <p>Officers comments and recommendations The area requested for review is the east side of Buckingham Drive service road just south of its junction with Evesham Road. This area is used by parents of Hill Parimary School for school pick up and drop off. This causes slight inconvenience for residents for 20 minutes in the morning and in the afternoon, however this does not cause obstruction or safety concerns. It is therefore recommended that no further action be taken.</p>
Peppard	Harlech Avenue	Resident via Ward Councillor	<p>Resident is concerned at the vehicles parking on the corner of the bend. Request for waiting restriction to improve visibility.</p> <p>Officers comments and recommendations Harlech Avenue is a no through road and although most of the properties benefit from off-street parking, the road is fully parked up by residents especially in the evening. Vehicles parking on the two inner bends severally reduce driver's forward visibility and it is a potential hazard for head on collision. It is therefore recommended to introduce no waiting at any time on the bend as shown in drawing NM/AWRR/2014A/PE3</p>
Peppard	Grove Road	Residents & parents of	<p>Request to extend existing waiting restriction near its junction with Evesham Road to allow safety of children crossing Grove Road, following a petition submitted by parents</p>

		Emmer Green Primary School	<p>at the January TMSC.</p> <p>Officers comments and recommendations Upon site observations vehicles were parked on Surley Row very close to the junction of Evesham Road/Grove Road. The existing no waiting within Surley Row is only 5 metres and with vehicles parking right up to the restriction visibility for pedestrians is compromised. In addition parents are parking are utilising the dropped kerb of the pedestrian refuse island to access parking in front of the church, which compromises safety.</p> <p>As a popular walking route to school it is recommended that this no waiting at any time restriction is extended for a further ten metres to improve visibility for all road users as shown on Drawing AWRR/2014A/PE4</p>
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Ward	Street		Summary of request & Officers recommendations
Redlands	Newcastle Road	Resident	<p>Request for no waiting at any time on the bend to improve safety for road users. Parking is extremely bad in the evening and over the weekend.</p> <p>Officers comments and recommendations Waiting restrictions have been introduced over the past few years at junctions and on the inner bend of Newcastle Road to deter inconsiderate parking which causes road safety issues. Although vehicles parking on the outside bend can cause inconvenience, however it is not dangerous providing the sufficient driver's forward visibility can be achieved. Any proposal to add further restriction on Newcastle Road will not be welcomed by residents. It is therefore recommended to take no further action.</p>
Redlands	Avebury Square/Upper Redlands Road	Resident via Ward Councillor	<p>Request for waiting restriction at the junctions with Upper Redlands Road where dangerous and inconsiderate parking is taking place</p> <p>Officers comments and recommendations There are parked vehicles very close to University access which severally reducing drivers' visibility when pulling out. It is therefore recommended to introduce no waiting at any time as shown in drawing NM/AWRR/2014A/RE2</p>
Redlands	Eldon Square	Resident	<p>Request to reduce the number of existing Doctor's bay to accommodate more resident parking</p> <p>Officers comments and recommendations There is an increase demand for parking within Eldon Square, especially in the evening when residents are struggling to find a space. The 4 existing doctors' bay is rarely at its capacity and on most days with no more than one space required for Doctor's. It is therefore recommended to convert 2 of the existing Doctor's bay to resident permit only bay.</p>
Redlands	Eldon Terrace	Resident	<p>The existing no waiting Mon-Sat 8am-6.30pm on the north side of Eldon Terrace would allow vehicles to park outside the restricted hour and prohibit the use of garages on the southern side. Request to convert existing part-time restriction to no waiting at any time</p>

			<p>Officers comments and recommendations</p> <p>Eldon Terrace is a one way street running from east to west with a width of approximately 4.3m wide. Any vehicles parked on the north side would prohibit the use of garages situated on the south side. It is therefore recommend to convert a section of the part time restriction to no waiting at any time as shown in drawing NM/AWRR/2014A/RE4</p>
Redlands	Lancaster Close	Residents	<p>Residents are requesting waiting restriction of no waiting Mon-Fri 10am-4pm to deter commuter parking</p> <p>Officers comments and recommendations</p> <p>Lancaster Close is currently unrestricted and is situated within walking distance to both the University and Hospital. The parking issue with non-resident parking has deteriorated since the introduction of part time restriction in Whitby Drive in 2011. It is therefore recommended to extend existing No waiting Mon-Fri 10am-4pm in Whitby Drive to Lancaster Close as shown in drawing NM/AWRR/2014A/RE5</p>
Redlands	Northumberland Ave	Ward Councillor	<p>Request to review waiting restriction on Northumberland Avenue between Newcastle Road and Hexham Road</p> <p>Officers comments and recommendations</p> <p>There are lay-bys provided in this section of Northumberland Ave which accommodate parking and the rest of the carriageway is protected by part time restriction of a No waiting Mon-Sat 8am-6.30pm. The waiting restriction marking is however badly faded and the restriction may not be clear to motorist. It is therefore recommended that the road marking is to be refreshed within our normal maintenance activities.</p>
Redlands	Granby Gardens	Ward Councillor	<p>Residents have requested that a time constraint be put on the hours of the existing resident permit time scheme within Granby Gardens, as historically these has been 2hours no return within 2 hours or Residents Permit Holders Only. This often means in the evenings when residents are most in need of kerb side space, there are vehicles parked who are visiting the local facilities.</p>

			<p>Officers comments and recommendations To ensure residents are protected overnight it is recommended to convert the resident parking bay to Monday to Sunday 10am to 4pm Resident Permit Holders or 2 hours no return within 2 hours, at all other times permit holders only. In addition, the existing no waiting Mon-Sat 8am-6.30pm be converted to Mon-Sat 10am-4pm as shown in drawing AWRR/2014A/RE7</p>
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Ward	Street		Summary of request & Officers recommendations
Southcote	Ashdene Garden	Resident	<p>Request for the extension of existing waiting restriction across car park access.</p> <p>Officers comments and recommendations Inconsiderate parking is occurring at junction and across drop crossing is in Ashdene Garden. Properties within Ashdene Garden have designated parking spaces. It is therefore recommended to introduce no waiting at any as shown in drawing NM/AWRR/2014A/SO1</p>
Southcote	Garston Close	Ward Councillor	<p>Vehicles are parked across drives and block the close during school peak hour. Request to regulate school pick up and drop off parking.</p> <p>Officers comments and recommendations A school keep clear was implemented in September 2012 and a further waiting restriction and loading ban was later introduced around Garston Close junction with Ashampstead Road.</p> <p>School pick up & drop off causes some inconvenience for approximately 20mins both in the morning and in the afternoon. No other parking related issues have been reported outside of school peak hour. Proposed waiting restrictions would apply to residents and is unlikely to gain support. It is therefore recommended that no further action be taken. Residents will be given advice on Access Protection Marking application, should they wish to apply for this marking.</p>
Southcote	Haywood Way	Residents	<p>Request for waiting restriction at the turning circle and at its junction with Hogarth Avenue to discourage inconsiderate parking.</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/SO3</p>
Southcote	Southcote Lane	Resident	<p>Request for waiting restriction at its junction with Gainsborough Road.</p>

Ward	Street	Requested by	Summary of request
			<p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/SO4</p>
Southcote	Granville Road/Frogmore Way/Gainsborough Road	Residents	<p>Request for waiting restriction to deter commuter & business parking.</p> <p>Officers comments and recommendations To be reviewed under a wider parking issue.</p>

Ward	Street		Summary of request & Officers recommendations
Thames	Berrylands Road/ Newlands Avene/ Peppard Road	Resident via Ward Councillor	<p>Request for verge parking ban and waiting restriction to deter commuter parking which obstruct many driveways and cause inconvenience to residents</p> <p>Officers comments and recommendations This is a quiet residential area with a surgery on the north end of Peppard road. Despite most properties benefit from off-street parking, most kerb side spaces are taken up during the day. It is therefore recommended to introduce a mixture of “floating 1 hours waiting restriction”, “no waiting at any time” and a “2 hour limited parking bay” to remove commuter parking problem as shown in drawing AWRR/2014A/TH1</p>
Thames	Highmoor Road/ Albert Road	Residents via petition (Jan TMSC)	<p>Request for no waiting at any time at the junction</p> <p>Officers comments and recommendations A petition was reported to March 2014 Traffic Management Sub-Committee in relation to road safety. Visibility at this junction is limited due to sight line obscured by brick walls, hedges and fences on the back of the narrow footways. Any vehicles parked close to this junction would further cause a road safety issue. It is therefore recommended to implement a no waiting at any time for an extended distance of 20 metres as shown in drawing NM/AWRR/2014A/TH2</p>
Thames/ Peppard	Surley Row	Resident	<p>On-street parking blocking use of driveway. Request for waiting restriction to resolve the current issues.</p> <p>Officers comments and recommendations The current arrangement with a “keep clear” marking appears to have a deterrent effect. Rather than the use of waiting restriction, it is recommended to proposed a second “keep clear” marking to enhance the existing driveway</p>

Ward	Street		Summary of request & Officers recommendations
Tilehurst	Hardwick Road	Resident via MP	<p>Concern regarding inconsiderate parking which is causing congestion. Request for waiting restriction review to resolve current issues.</p> <p>Officers comments and recommendations Parking on Hardwick Road cause slight inconvenient to driver having to give way to oncoming traffic but it also act as a deterrent to speeding traffic and it does not cause a road safety concern. It is therefore recommended that no further action be taken.</p>
Tilehurst	Lower Elmstone Drive	Resident via Ward Councillor	<p>Concern with dangerous parking on Chapel Hill end as this is a busy bus route and use by many children going to school. Request for waiting restriction review to resolve current issues.</p> <p>Officers comments and recommendations Parking generally occurs on the western side of Lower Elmstone Drive from its junction with Chapel Hill. During school pick up/drop off times this area often becomes congested with more vehicles trying to park, whilst two way traffic can be maintained on the carriageway with parking on one side, the volume of parked vehicles especially opposite junctions and within bus stops causes issues.</p> <p>It is recommended that to break the continuous parking on the west side that bus stop clearway markings are marked out at the bus stops this will enable the buses to stop and create passing places for two way traffic</p>

Ward	Street		Summary of request & Officers recommendations
Whitley	Dovecote Road	Resident via Ward Councillor	<p>Concern about footway parking and parking at the junction. Request for waiting restriction to resolve current issues.</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/WH1</p>
Whitley	Chagford Road	Resident via Ward Councillor	<p>Request for no waiting at any time at the junction and restrictions to deter footway parking</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/WH2</p>
Whitley	Copenhagen Close	Residents via Ward Councillor	<p>Concerns with dangerous and inconsiderate parking outside the community centre and around its junction with Swallowfield Drive. Request for no waiting at any time to resolve parking issues.</p> <p>Officers comments and recommendations Vehicles parked close to the junction contrary to the highway code and causes visibility issues. It is therefore recommended to implement no waiting at any time at the junction in the interest of road safety as shown in drawing AWRR/2014A/WH3</p>
Whitley	Gillette Way	Business	<p>Request of waiting restriction review to deter inconsiderate parking</p> <p>Officers comments and recommendations Inconsiderate parking is taking place in front of business access causing obstructions. It is therefore recommended to extend no waiting at any time as shown on drawing NM/AWRR/2014A/WH4</p>

Whitley	Longship Way	Resident	<p>Request for no waiting at any time opposite parking bay which is causing difficulties for vehicles access</p> <p>Officers comments and recommendations Longship Way is within the new development of Kennet Island and it offers off street parking facilities for all properties. Inconsiderate parking are taking place outside the designated parking bays causing difficulties for vehicles accessing the parallel parking bays. It is therefore recommended to introduce no waiting at any time on the East side of Longship Way as shown in drawing NM/AWRR/2014A/WH5</p>
Whitley	Whitley Wood Ln	Residents	<p>Complaint of vehicles parking near speed cushions that forces larger vehicles to bump over the speed cushions rather than straddle them. Request for no waiting restrictions to protect the speed cushions</p> <p>Officers comments and recommendations Vehicles are parking on both sides of this busy road where properties have off-street parking facilities. The main concern is where vehicles are parking on the speed cushions, resulting in vehicles especially buses and HGV having to bump over the cushions. It is therefore recommended to proposed no waiting at any time as shown in drawing NM/AWRR/2014A/WH6</p>
Whitley	Whitley Wood Ln	Affinity housing	<p>Vehicles parked close to the private access causing visibility issues. Request for waiting restriction to improve visibility pulling out onto the main road.</p> <p>Officers comments and recommendations Waiting restriction is not to be considered for the benefit of private access. In the event of vehicles causing obstruction to private access, police should be informed under the obstruction act. It is therefore recommended that no further action be taken. Businesses will be given advice on Access Protection Marking application, should they wish to apply for this marking.</p>
Whitley	Whitley Wood Road	Residents	<p>Vehicles are frequently blocking private access to go to the shops around the corner of Northumberland Avenue. Request for restriction review to resolve this issues which is causing residents a great deal of inconvenience.</p> <p>Officers comments and recommendations</p>

			There is a mixture of hairdresser, post office and convenient store at the corner of Whitley Wood Road junction with Northumberland Avenue. Parking and loading are of high demand with private access constantly being obstructed. It is therefore recommended to regulate parking by introducing a mixture of waiting restrictions, a loading bay and limited waiting bay as shown in drawing NM/AWRR/2014A/WH8
Whitley	Whitley Wood Road	Reading Buses	<p>Reading Buses have requested that a bus stop clearway is introduced in the layby opposite Engineer's Court</p> <p>Officers comments and recommendations The layby is used as a bus stop and it is proposed to introduce a bus stop clearway marking.</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	11
TITLE:	88 YORK ROAD, TRANSPORT ISSUES FOLLOWING PLANNING PERMISSION FOR NEW DWELLING		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	HIGHWAYS & TRANSPORT	WARDS:	ABBEY
LEAD OFFICER:	DARREN COOK	TEL:	0118 937 2612
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL ADVISOR	E-MAIL:	Darren.cook@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Planning Permission was granted on 8th April 2014 for the demolition of an existing storage building at 88 York Road and the erection of a 3 bedroom dwelling.
- 1.2 The proposed dwelling has no off street parking and as a result the existing vehicular access to the site is to be abandoned with the footway returned to a full face and level kerb. Following the abandonment of the vehicular access there is the possibility of increasing the length of the residents parking bays along York Road to increase the number of spaces in an area that is already oversubscribed.
- 1.3 Appendix A - Site Plan

2. RECOMMENDED ACTION

- 2.1 That the Advisory Panel note this report.
- 2.2 That in consultation with the Chair of the Advisory Panel, Lead Councillor for Regeneration, Transport & Planning and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation on a traffic regulation order to implement extensions to the existing Residents Parking Only bays along York Road and subject to no objections being received that the Head of Transportation and Streetcare implements the scheme.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy.

4. BACKGROUND

- 4.1 The Planning Department under delegated powers on the 8th April 2014 resolved to approve planning permission for the demolition of an existing storage building and the erection of a 3 bedroom dwelling. The Planning Permission has a condition stating that the development

cannot commence until the Traffic Regulation order increasing the length of the residents parking bays has been permitted. If additional on street parking spaces are authorised through the statutory process, then the new dwelling will be entitled to two permits.

4.2 York Road provides access to numerous residential dwellings as well as EP Collier Primary School.

4.3 York Road is within parking zone 03R which covers the Abbey ward area, and is currently over capacity with availability of spaces being 101% (544 permits issued with only 537 spaces on street). York Road is currently restricted to permit holders only and no changes to this are proposed.

4.4 The proposed dwelling has been permitted with zero provision of parking and therefore the existing vehicular access is to be abandoned and the footway reinstated. This increases the area available for residents parking bays along York Road.

4.5 Therefore following discussions with the applicant during the determination of the planning application, it was agreed that if permitted, local measures should be introduced to increase the amount of on street parking within the vicinity of the site. This is to be funded by the applicant to mitigate the effects of the additional dwelling on York Road.

5. THE PROPOSAL

5.1 It is therefore proposed that the two Residents Parking Bays located either side of 88 York Road are extended at the north eastern end by 5m and 2m respectively to help alleviate existing parking pressures in the vicinity of the site. These changes will result in two additional on street park places being created.

5.2 It is in your officer's opinion that these measures will improve the current situation on the local highway network.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 To promote equality, social inclusion and a safe and healthy environment for all

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional local consultation will be carried out as required.

8. LEGAL IMPLICATIONS

8.1 Any proposals for waiting/ movement restrictions are advertised under the Road Traffic Regulation Act 1984.

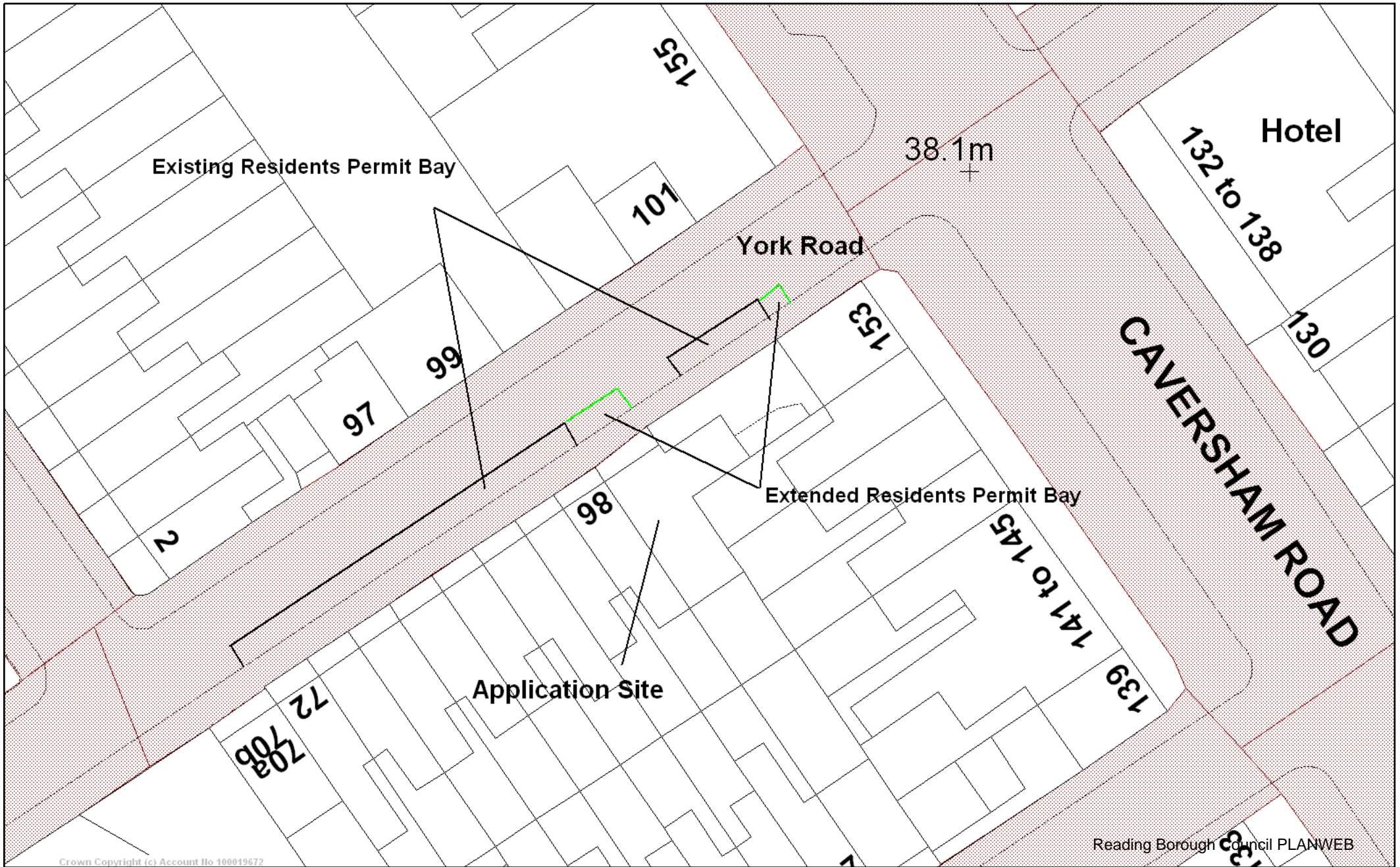
9. FINANCIAL IMPLICATIONS

9.1 The works will be wholly funded by the Developer.

10. BACKGROUND PAPERS

10.1 N/A

Appendix A



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Reading Borough Council PLANWEB

Date 27/5/2014
Scale 1/400



Public Highway Extent



Reading
BOROUGH COUNCIL

READING BOROUGH COUNCIL

REPORT BY (DIRECTOR)

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	12
TITLE:	DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS.		
LEAD COUNCILLOR:	Cllr PAGE	PORTFOLIO:	STRATIGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORT	WARDS:	NORCOT
LEAD OFFICER:	CHRIS SAUNDERS	TEL:	0118 937 3949
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	chris.saunders@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Development Agreement relating to the regeneration of the Dee Park estate was entered into between Reading Borough Council and Dee Park Partnership LLP ("DPP") on 24 August 2009

The Dee Park Estate is currently being transformed as part of a major regeneration scheme, which obtained planning permission in December 2009. The regeneration has been undertaken over 3 phases. The works include the demolition of existing dwellings and replacement with houses and flats for social rent and houses and flats for private sale. The works also includes extensive improvements to the public realm and community facilities.

The Project is about a genuine partnership between the Council, DPP, the community and other key locally involved groups - such as Health (the CCG), the Police and the Voluntary Sector. An underpinning objective of the regeneration is for local people to be involved in making decisions, taking ownership of and shaping the future of their neighbourhood. Fully involving residents and other local groups at every stage of the process has been, and will continue to be, vital to achieve this vision

- 1.2 A major part of the regeneration has been the transformation of the highway network in to a home zone environment and to complete this process Traffic Regulation Orders are required for traffic calming Measures, traffic movement and waiting restrictions. However before the statutory process is undertaken, it is proposed that an informal consultation is undertaken with all the residents on the estate to seek their views on the proposals and amend them where necessary. This report details the proposals and seeks approval for the consultation.
- 1.3 A site plan of the estate is included in Appendix A and the proposed consultation leaflet is included in Appendix B.

2. RECOMMENDED ACTION

- 2.1 The report is noted and approval is given to the Head of Transportation and Streetcare to undertake an informal consultation with residents on the highway proposals for the Dee Park Estate.
- 2.2 A further report is brought to this committee detailing the results of the consultation.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy

4. THE PROPOSAL

- 4.1 As the construction of the Dee Park regeneration scheme has progressed and detailed design work has been undertaken a series of traffic calming measures have come to the fore, which are required to reduce vehicle speeds and to ensure the new home zone layout benefits the entire community. Residents and community groups at liaison meetings with the council have commented that vehicle speeds on the estate are a concern.
- 4.2 The initial proposal is to create a 20mph zone for the entire estate which will be signed at gateways on Dee Road, Spey Road, Links Drive, Strathy Close and Helmsdale Close. The closes on the estate have already been redesigned in to home zones with a design speed of 20mph, however the link roads on the estate while being the subject to environmental improvements require physical measures to ensure speeds are contained to 20mph. These link roads are Spey Road, Tay Road and Deveron Drive.
- 4.3 Spey Road currently has a short section of road subject to a 20mph speed limit with speed cushions close to the Lyon Square community area and the Ranikhet school. Following the completion of the regeneration, as well as providing access to the school, Spey Road will also provide access to a new shopping parade, an extra care home and new dwellings which will directly face on to the road. It is therefore proposed that speed cushions (given the road is a bus route) are constructed along the entire length of Spey Road to constrain vehicle speeds.
- 4.4 Environmental improvements to Tay Road have been completed and this has involved narrowing the road down from 7.3 metres to 6 metres and the construction of block paved features at the junctions with Gairn Close, Eskin Close and Carron Close. However these features have not reduced speeds as much as anticipated and it is proposed that formal traffic calming measures are installed. This will consist of speed cushions between Dee Road and Spey Road (as this section of road is a bus route) and speed humps between Spey Road and Stour Close.
- 4.5 Environmental improvements to Deveron Drive are currently under construction, however during the detail design it was discovered that the levels at the junctions of Deveron Drive with Dulnan Close and Deveron Drive with Don Close meant the proposed speed tables could not be constructed. Currently Deveron Drive has 3 speed humps which were due to be removed when the speed tables were constructed. It is now proposed to reposition the existing speed humps and construct a further 2 new speed humps bringing the total number of speed humps along the road to 5.

- 4.6 As well as these measures the consultation also details plans to place waiting restrictions on the parking bays outside the new shops on Spey Road restricting parking to a maximum period of 30 minutes to ensure these spaces are used by shoppers and the formalisation of one way roads that have been constructed or due to be constructed as part of the new build sites within the regeneration area.
- 4.7 The results from the consultation will be then brought back to a later meeting of the Traffic Management Sub Committee, with a recommendation detailing the final proposals which will be subject to statutory consultation.

5.0 CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6 FINANCIAL IMPLICATIONS

- 6.1 All works will be wholly funded by the Developer responsible for undertaking the regeneration of the estate.

7. CONTRIBUTION TO STRATEGIC AIMS

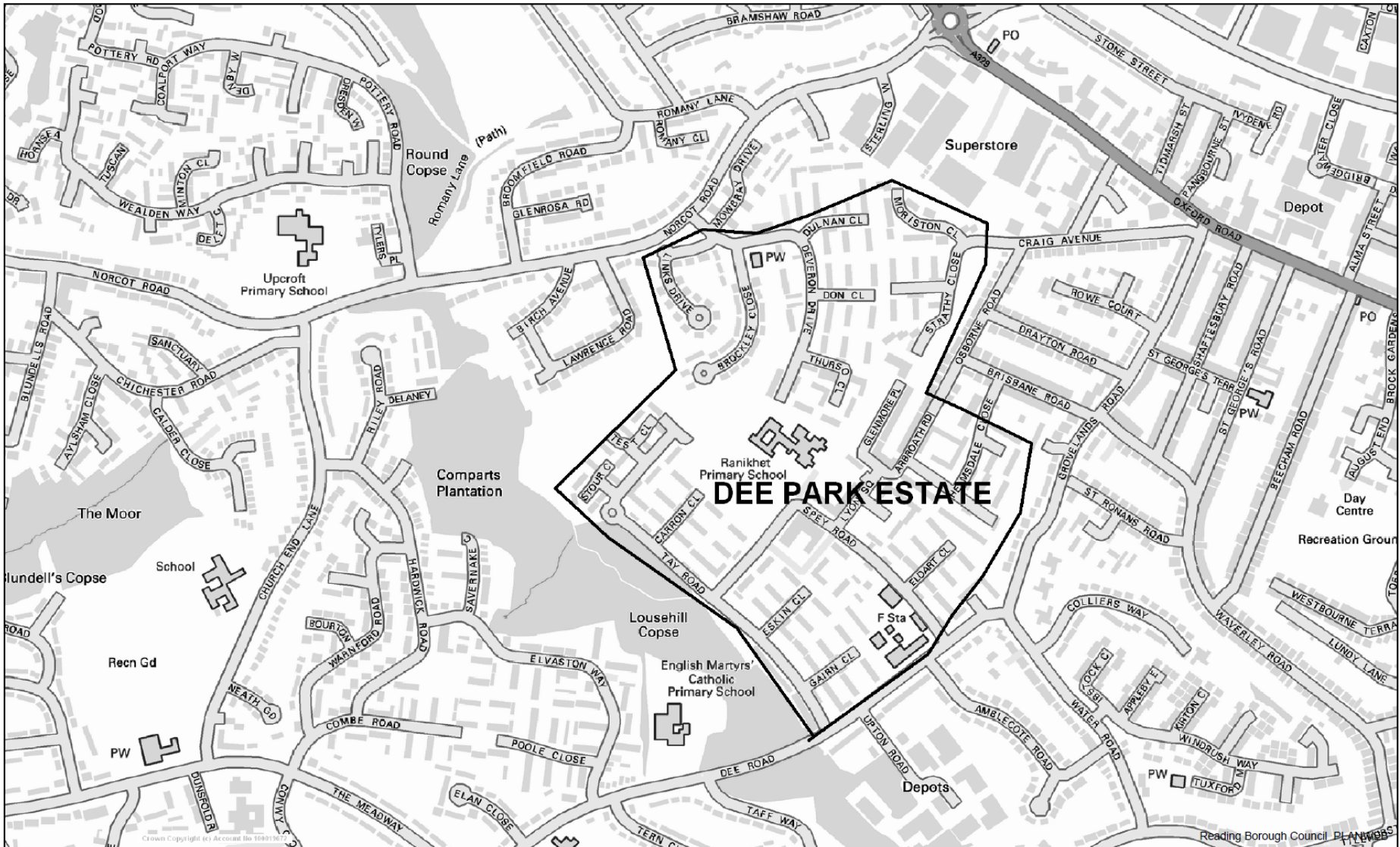
- 7.1 To promote sustainable development

8. COMMUNITY ENGAGEMENT AND INFORMATION

- 8.1 The consultation will be undertaken to see if residents support the implementation of various traffic management initiatives on the Dee Park Estate.

9. LEGAL IMPLICATIONS

- 9.1 The proposed road hump will be advertised in accordance with Section 90c of the Highways Act 1980.
- 9.2 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.



Appendix 1 - Dee Park Estate

Date 5/6/2014

Scale 1/5000

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Appendix 2

Draft Consultation Leaflet

DEE PARK ESTATE - YOUR VIEWS NEEDED ON ROAD SAFETY WITHIN THE ESTATE.

Introduction

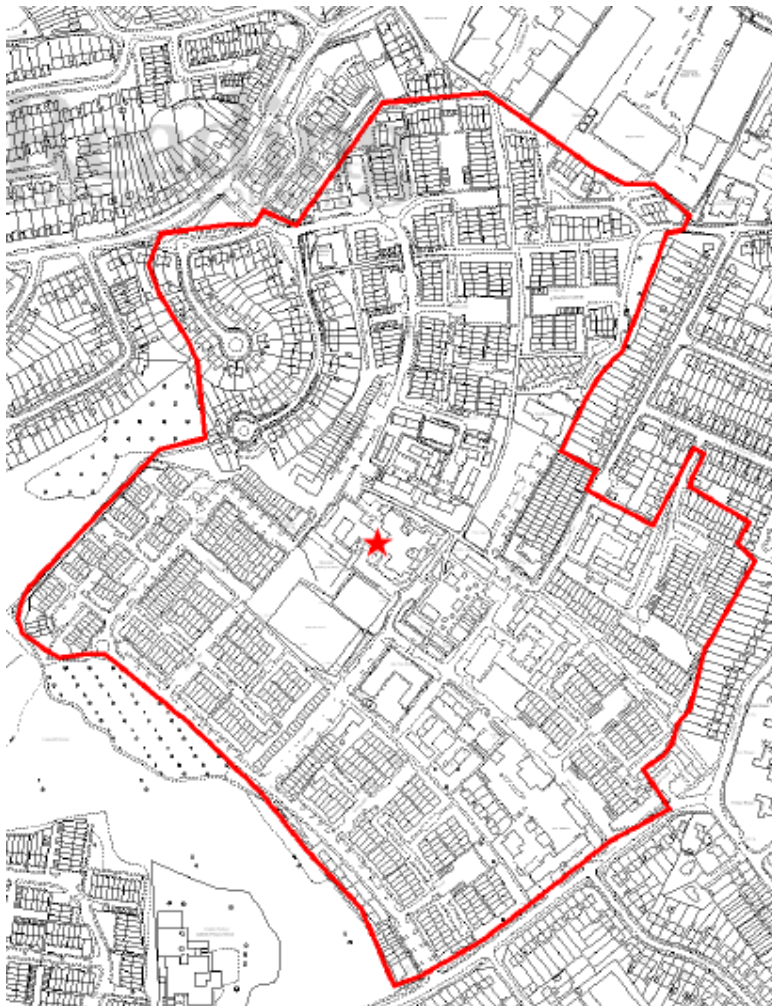
The Dee Park regeneration scheme is currently progressing and a major part of the proposals have been alterations to the Highway Layout to slow vehicles speeds down and to approve road safety on the estate. With the latest phase, Phase 2B, about to commence a serious of Traffic Regulation Orders are required with respect of one way roads, parking and traffic calming measures, not just for this phase but for the earlier phases as well.

This leaflet sets out the background to these issues, indicative plans showing the proposals and a questionnaire which provides local residents with an opportunity to comment.

THE PROPOSALS

20 Mph Estate Wide Speed Limit

Within the estate currently the only section of road which has a 20mph speed limit is the length of Spey Road which runs by the side of Ranikhet School, Lyon Square and Oak Tree House. During the regeneration process residents have informed us that vehicle speeds across the estate need to be curtailed. Therefore it is proposed that the entire estate, as shown on the plan below, is subjective to 20mph maximum speed limit. Roads leading in to the estate will be signed in accordance with Department for Transport requirements so motorists are informed they are entering a 20mph zone.



Proposed area for 20mph zone.

Tay Road - Traffic Calming Proposals

Following the completion of these works residents have informed the council that the block paving features at the junctions of Gairn Close, Eskin Close and Carron Close have not slowed vehicle speeds down as much as anticipated. Therefore it is proposed that speed cushions, given the road is a bus route, are installed between Dee Road and the junction with Spey Road and speed humps are installed between Spey Road and the new bend which replaced the former roundabout. These measures will help enforce the new 20mph limit. The proposed locations for these measures are shown on the plan attached at the end of the leaflet.

Spey Road - Traffic Calming Proposals

The existing Spey Road has speed cushions on both approaches to the bend by Ranikhet School and adjacent to Oak Tree House to slow vehicle speeds given the high number of children which cross the road here. Following the demolition of Lyon Square, the new parade of shops which will be located on the fire station side of Oak Tree House and therefore it is imperative that vehicle speeds are reduced along a greater length of Spey Road. While the new highway layout will have junction designs which will slow vehicle speeds down, to ensure speeds are curtailed as much as possible, it is proposed speed cushions are installed along Spey Road from the junction

with Eldart Close through to the junction with Spey Road as indicated on the plan attached at the end of the leaflet.

Deveron Drive - Traffic Calming Proposals

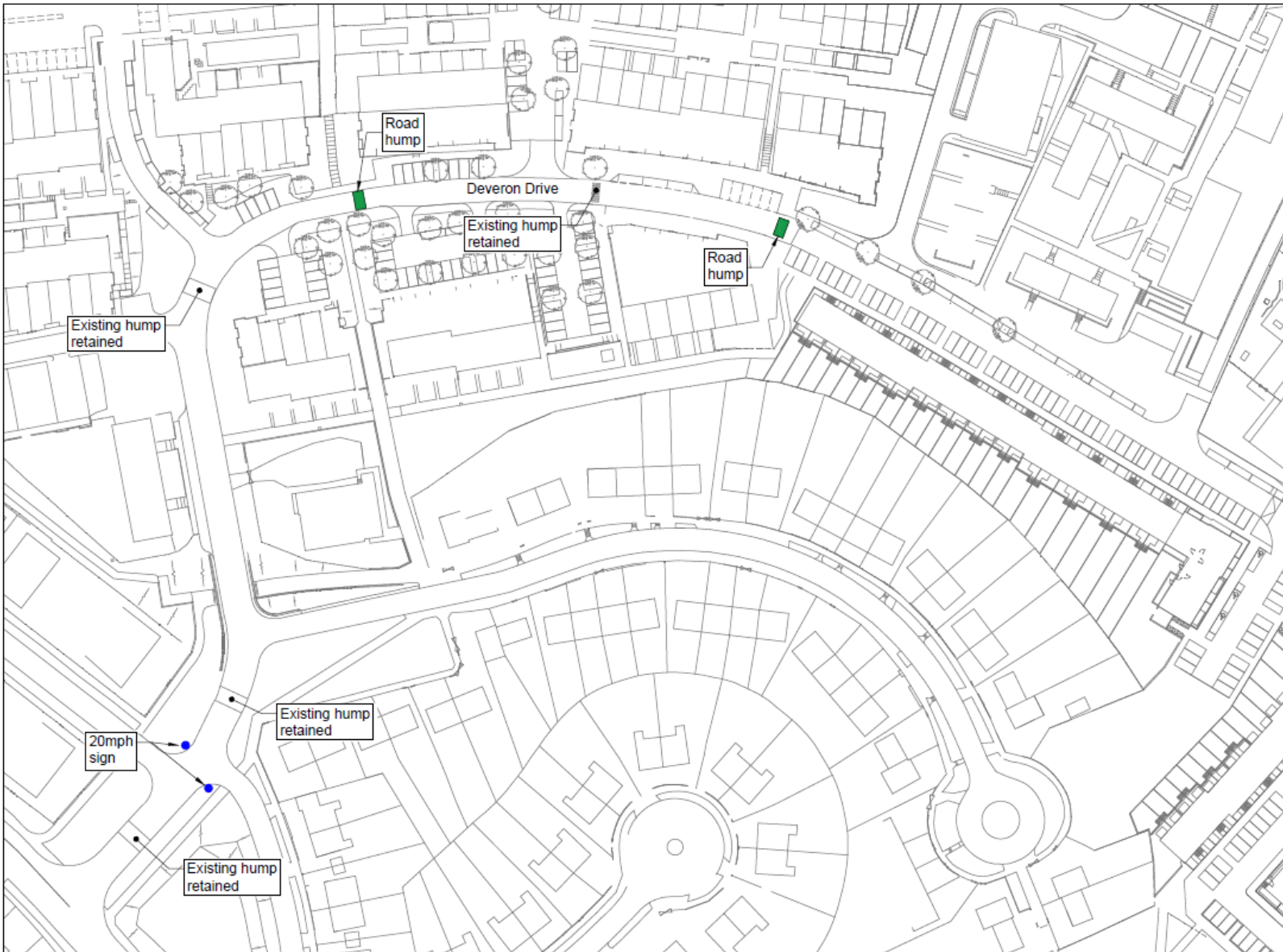
Currently Deveron Drive has two speed humps located between Brockley Close and Thurso Close and the original regeneration proposals were for these to be removed and junction treatment measures installed. Given the feedback on this type of installation on the earlier phases of the estate it is proposed to reinstalled the speed humps and increase the number to four. The proposed location of the new humps is indicated on the plan attached at the end of the leaflet.

Other Measures Proposed

The new access road to rear of Oak Tree House is narrow and is only suitable for one way traffic. One Way signs have been erected but a formal traffic regulation order is required to make this measure enforceable.

Parking spaces are proposed outside the new shops along Spey Road but to ensure a turnover of spaces for customers it is proposed that parking is limited to a maximum period of 30 minutes between the hours of 7am and 10pm.

The bus stop located outside the entrance to Oak Tree House will also be maintained as part of the proposals and will be extended to incorporate ambulances.



Final position of features to be agreed on site by Highways Inspector prior to commencing works

WILLMOTT DORRIS HOUSING	
REVIEWED	
FOR CONSTRUCTION	A
FOR CONSTRUCTION	B
FOR CONSTRUCTION	C
DATE:	

TITLE
 Traffic Regulations Works Plan
 Deveron Drive
 Dee Park
 Reading

DRAWING NUMBER
 12-1108-TRO-DEVERON-201 Rev P01



- NOTES
- All dimensions and levels are in metres unless otherwise stated
 - This drawing is to be read in conjunction with the relevant Authority's Highway's Design, Specifications and CDM documentation
 - This drawing has been produced electronically and may have been printed reduced or enlarged when copied. Work to original dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
 - This drawing contains coloured lines / information that may not be clear if reproduced in black and white.

Rev	Drawn	Check	Comments	Date
001	BT	TST	Initial Issue	05/06/14

DATE
05/06/2014

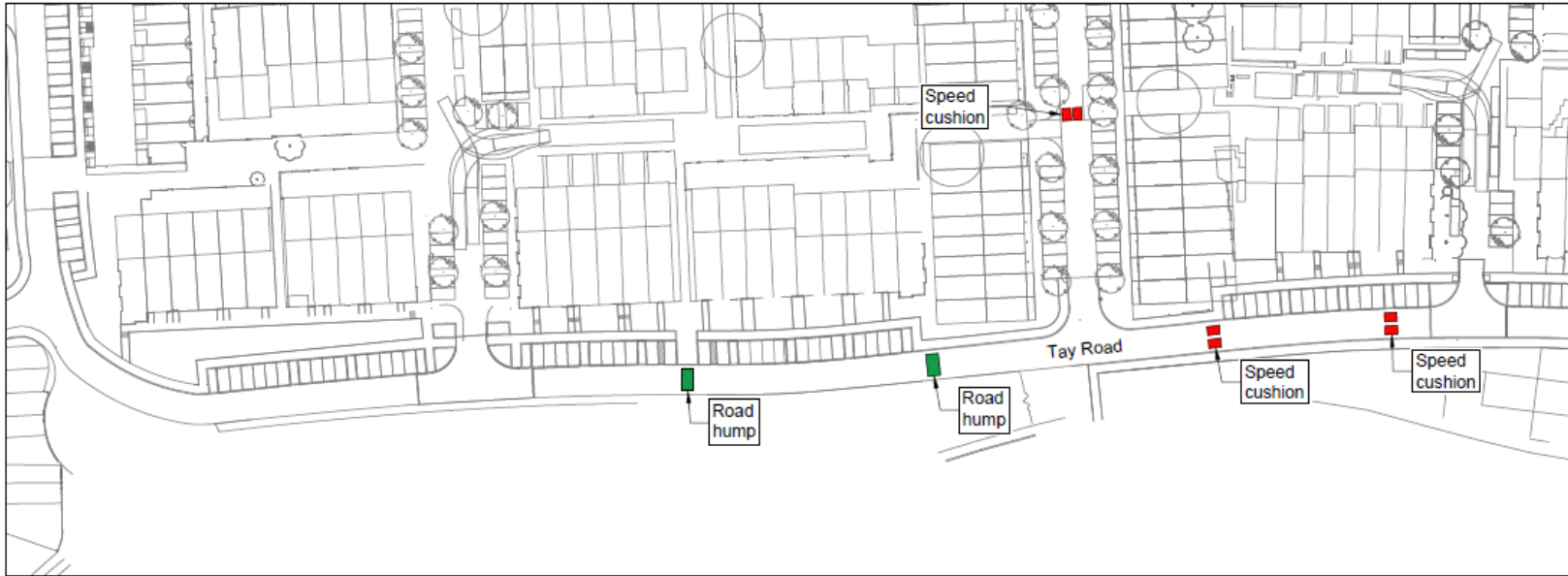
DESIGNED BY
TST

SCALE
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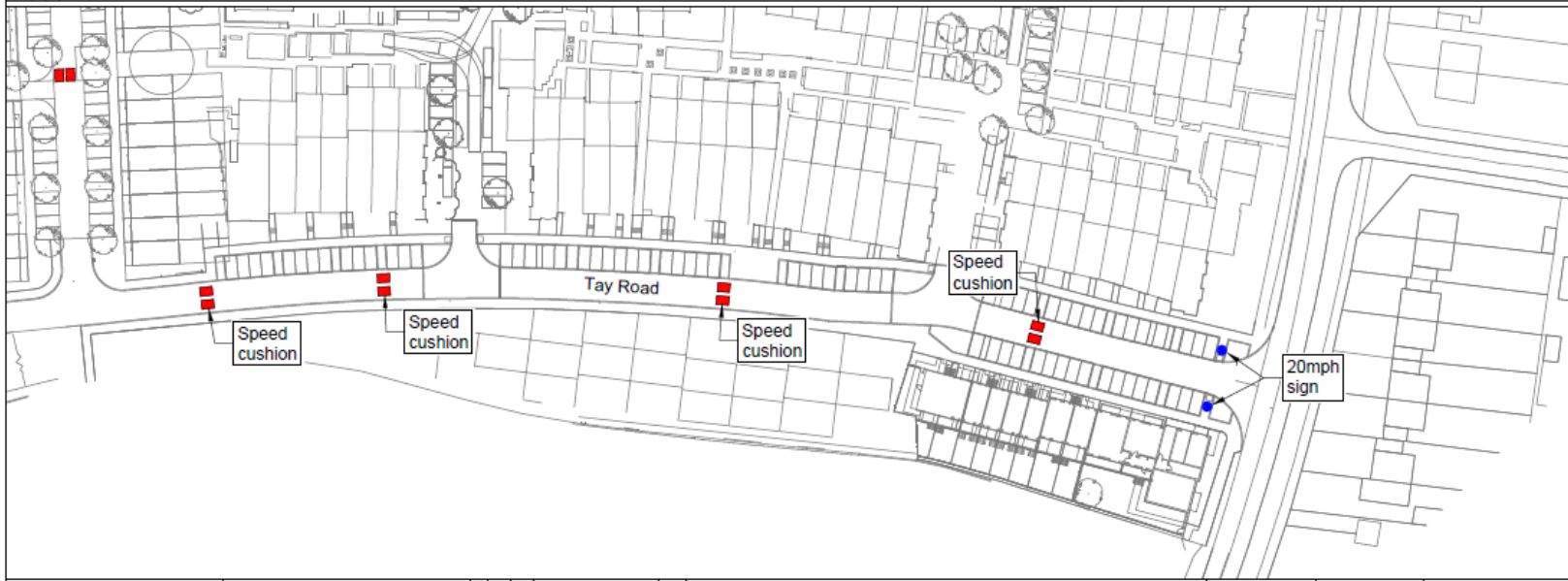
STATUS
FOR INFORMATION



INFRASTRUCT CS LTD
 Consulting Civil and Structural Engineers
 26A High Street, Eynsham, Oxford, OX29 4HR
 Tel: 01265 880909
 Email: info@infrastruct.co.uk
 Web: www.infrastruct.co.uk



Final position of features to be agreed on site by Highways Inspector prior to commencing works



WILLMOTT DIXON HOUSING	
REVISION	DATE
FOR COMMENT	A
FOR CONSTRUCTION	B
	C

TITLE
Traffic Regulations Works Plan
Tay Road
Dee Park
Reading

DRAWING NUMBER
12-1108-TRO-SPEY-203 Rev P01



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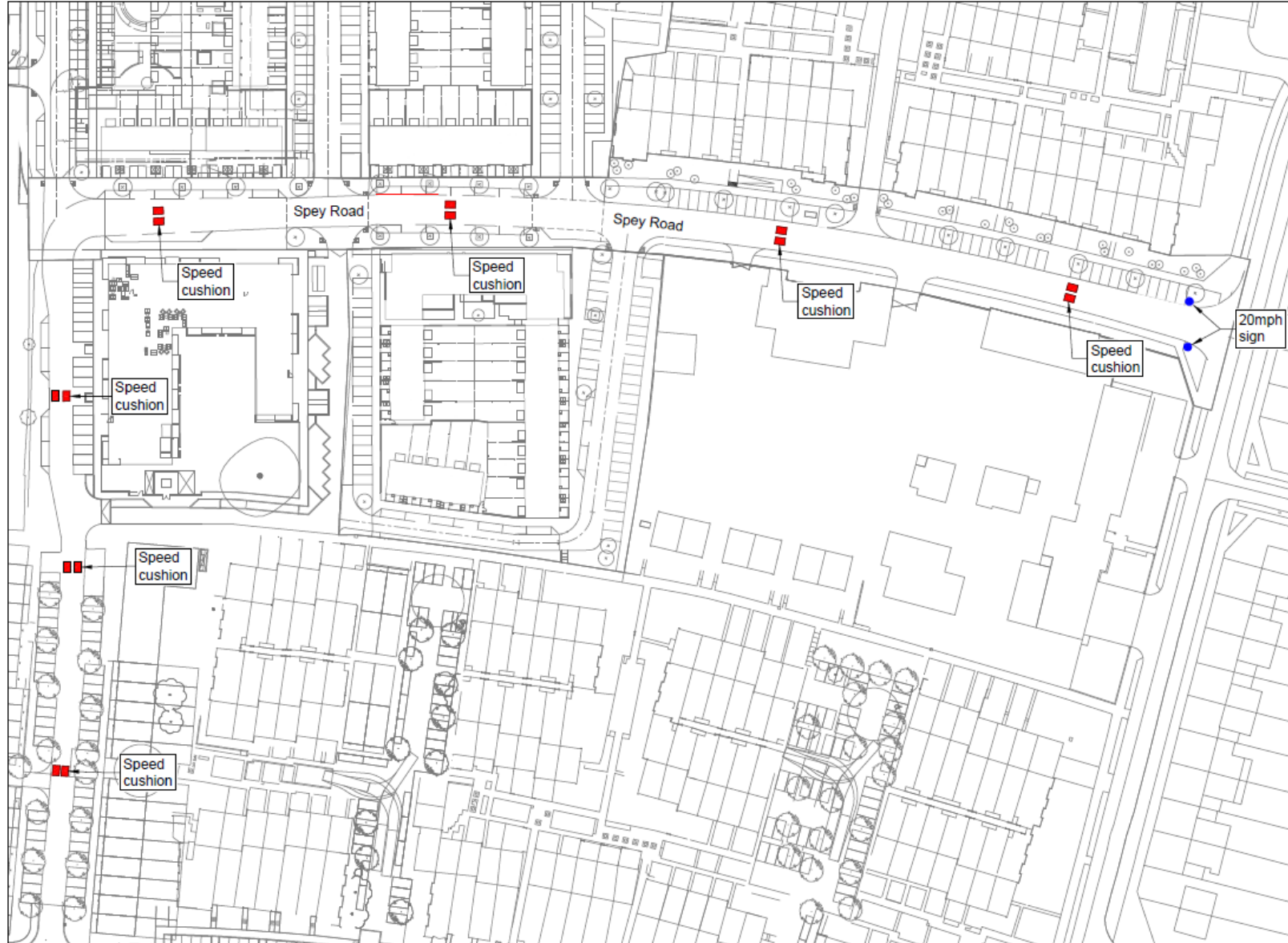
NO	DRAWN	CHECK	COMMENTS	DATE
001	KT	TST	Initial Issue	05/06/14

DATE: 05/06/2014
DESIGNED BY: TST
SCALE: 1:1250 @ A4
SHEET: 1 OF 1
FOR INFORMATION

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Final position of features to be agreed on site by Highways Inspector prior to commencing works



WILLMOTT DIXON HOUSING	
REVIEWED	
FOR CLIENT	A
FOR CONTRACTOR	B
DATE	C

TITLE
Traffic Regulations Works Plan
Spey Road
Dee Park
Reading

DRAWING NUMBER
12-1108-TRO-TAY-202 Rev P01



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 - This drawing contains coloured lines / information that may not be clear if reproduced in black and white.

REV	DATE	BY	CHKD	CONTRACTOR	DATE
01		TST			05/06/14

DATE
05/06/2014

DESIGNED BY
TST

SCALE
1:1250 @ A4

STATUS
FOR INFORMATION



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Web: www.infrastructurecs.co.uk

RESIDENTS QUESTIONNAIRE

Question 1

Do you agree with the proposals for an estate wide 20 mph speed limit?

Yes No

If you have any comments on question 1 , please add them below

Question 2

Do you agree with the proposed traffic calming measures proposed for Tay Road and Spey Road?

Yes No

If you have any comments on question 2 , please add them below

Question 3

Do you agree with the proposed traffic calming measures proposed for Deveron Drive?

Yes No

If you have any comments on question 3 , please add them below

Do you have any comments on the proposed One Way Road along the side of Oak Tree House or proposed parking restrictions by the new shops?

Question 5

Are there any other Road safety issues you wish to raise?

Name

Address

Post Code

Email

Phone

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	13
TITLE:	VALPY STREET - ALTERATIONS TO BUS STANDS AND PARKING BAYS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBHEY
LEAD OFFICER:	CHRIS SAUNDERS	TEL:	0118 937 3949
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	Chris.Saunders@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The owners of Minerva House, Valpy Street have secured consent for planning application 130736, to refurbish and remodel the existing office building. The proposals will replace the existing blank ground floor with a new entrance facing onto Valpy Street and a new café creating an active frontage (open air seating area) which will improve the urban realm and is supported in principle by planning officers.
- 1.2 The application was granted at Planning Application Committee on the 4th September 2013 following an officers' recommendation to approve the proposals.
- 1.3 As a result of creating an active frontage the applicant has requested that the current bus stands and parking along Valpy Street be reconfigured so that the current bus stands would no longer be located outside the new active frontage to the Minerva House.
- 1.4 This report seeks approval to commence the statutory process to amend the existing parking layout as detailed in Appendix 1, following consent for application of 130736 .
- 1.5 In September 2013, the applicant previously submitted an application for amending the bus bays, parking and motorcycle, which was passed through the Traffic Management Sub Committee and went to formal TRO process, but due to objections that scheme was refused by the Council. This revised scheme seeks to address and overcome the previous reasons for refusal with a modified scheme.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub Committee note the report.
- 2.2 That the changes to the parking and bus stands in Valpy Street are approved by Members.
- 2.3 That in consultation with the Chair of the Sub Committee, that the Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors the Head of Legal and Democratic Services be authorised to carry out statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to advertise the proposal and subject to no objections being received to implement the proposal.
- 2.4 If objections are received to the statutory consultations, those objections will be reported back to a future meeting of the Sub Committee.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy.

4. THE PROPOSAL

- 4.1 The existing owners of Minerva House, Valpy Street have secured planning consent (130736) to refurbish and remodel the existing building which will create a new street scene by creating an active frontage on the ground floor along Valpy Street. This will be undertaken by removing the existing blank wall façade and constructing a new entrance and foyer and a restaurant / café use. The proposals will improve the townscape merit of the building and reduces the propensity for Valpy Street to appear rather empty and unused.
- 4.2 To complement these changes to the building and street scene the applicant has requested that the parking layout be reconfigured so the bus lay over stands are not located immediately adjacent to the new ground floor uses.
- 4.3 The applicant's proposals are shown on drawings 28802/001/SK007A in Appendix 1 and have been drawn up following additional consultation with Transport Officers following the previous September 2013 submission. The proposals result in the bus stands being relocated to a single location on the northern kerb line of Valpy Street, directly oppose the current location. The existing "Pay and Display bays which are currently on the northern kerb line are moved to the southern kerb line opposite.
- 4.4 The alterations will also provide an increase in the Permit parking bay on the northern kerb to 20m.
- 4.5 To facilitate these works will entail the extension of the parking bay on the northern kerb line to the east and relocation of the cycle stands outside North Gate House.
- 4.6 As a result of the changes there will be no reduction in the current level of provision for bus stops / lay over points, motorcycle parking, cycle parking,

loading, pay and display parking and a possible extension of the permit parking bay.

4.7 The applicant has also cited a number of benefits from this reorientation of the area to support the proposals.

- Commercial services which utilise the bus loading bays for visitor services to the town and town hall will have a safer entry and egress on the correct side of the vehicle onto a public footpath, rather than the current access which is carried out via a live traffic lane.
- Increased benefit to permit bay users with increased bay length.
- All P&D drivers have a safer entry and egress onto the public footpath and not into a live traffic lane.
- Vehicles travelling from The Forbury towards the station would benefit from improved visibility when seeking to cross the traffic flow on Valpy Street as they would be obstructed by cars and not buses/HGV's.
- Benefit to Minerva House with improved visibility leaving their new access and café facility with buses on opposite side.
- No alterations to the western section of Valpy Street, as such all previous objections from Town Hall and Motorcycle Group are removed and addressed
- Provision of a continuous bay, where drivers move to the front of the bay as it is vacated limits the need for buses to reverse into bays as with the current split operation.
- Vehicles exiting Minerva House have improved visibility splays as they would be obstructed by cars and not buses/HGV's (high vehicles).

4.8 The officers can state that the points raised above by the applicant are factually correct and therefore the defined benefits are achievable with the scheme as defined in Appendix 1.

4.9 The applicant has stated they will undertake these works through a legal agreement and will fund all construction costs and legal costs associated with undertaking the changes. These would include any operational changes that the Council considered relevant for the bus loading bay management such as additional signage promoting "engine turn off" and waiting time limits.

4.10 However before any changes take place a statutory consultation process has to be undertaken and it is recommended that this is proceeded with given the urban realm benefits the proposals will produce.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional local consultation will be carried out as required.

7. LEGAL IMPLICATIONS

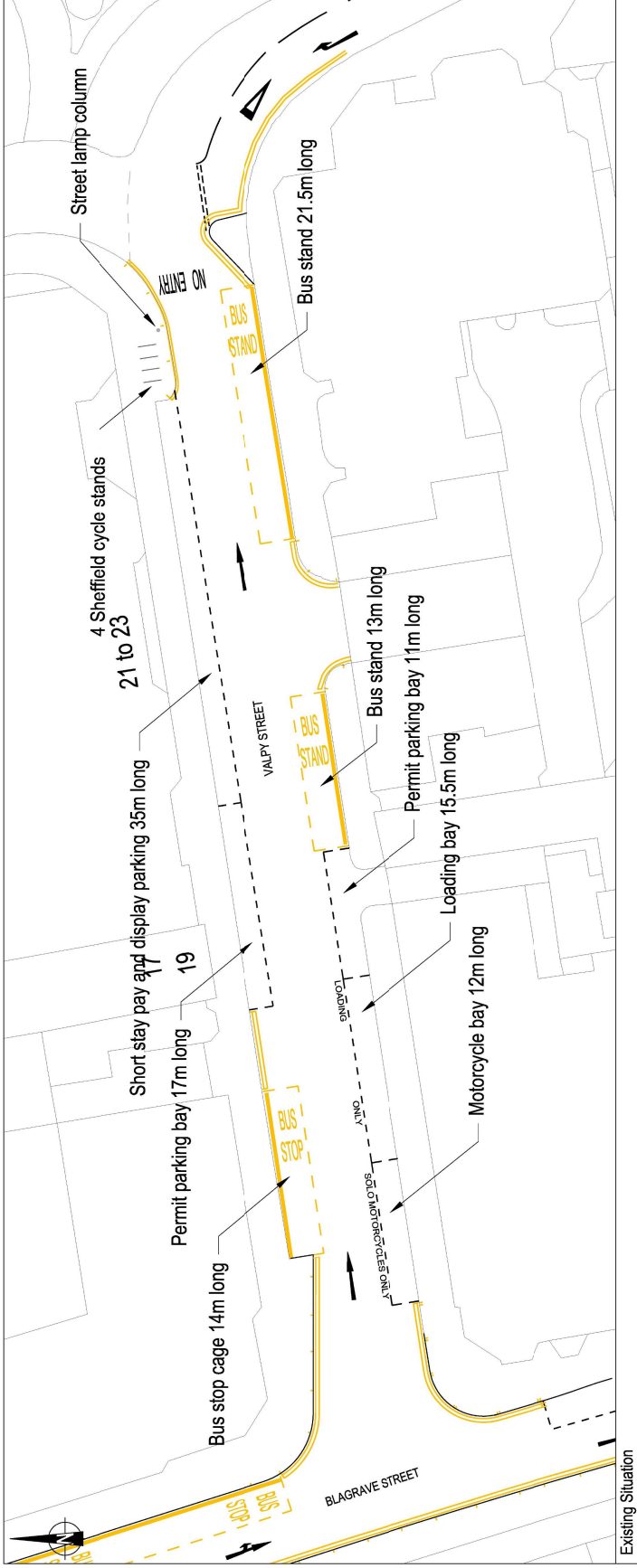
7.1 Any proposals for waiting/ movement restrictions are advertised under the Road Traffic Regulation Act 1984.

8. FINANCIAL IMPLICATIONS

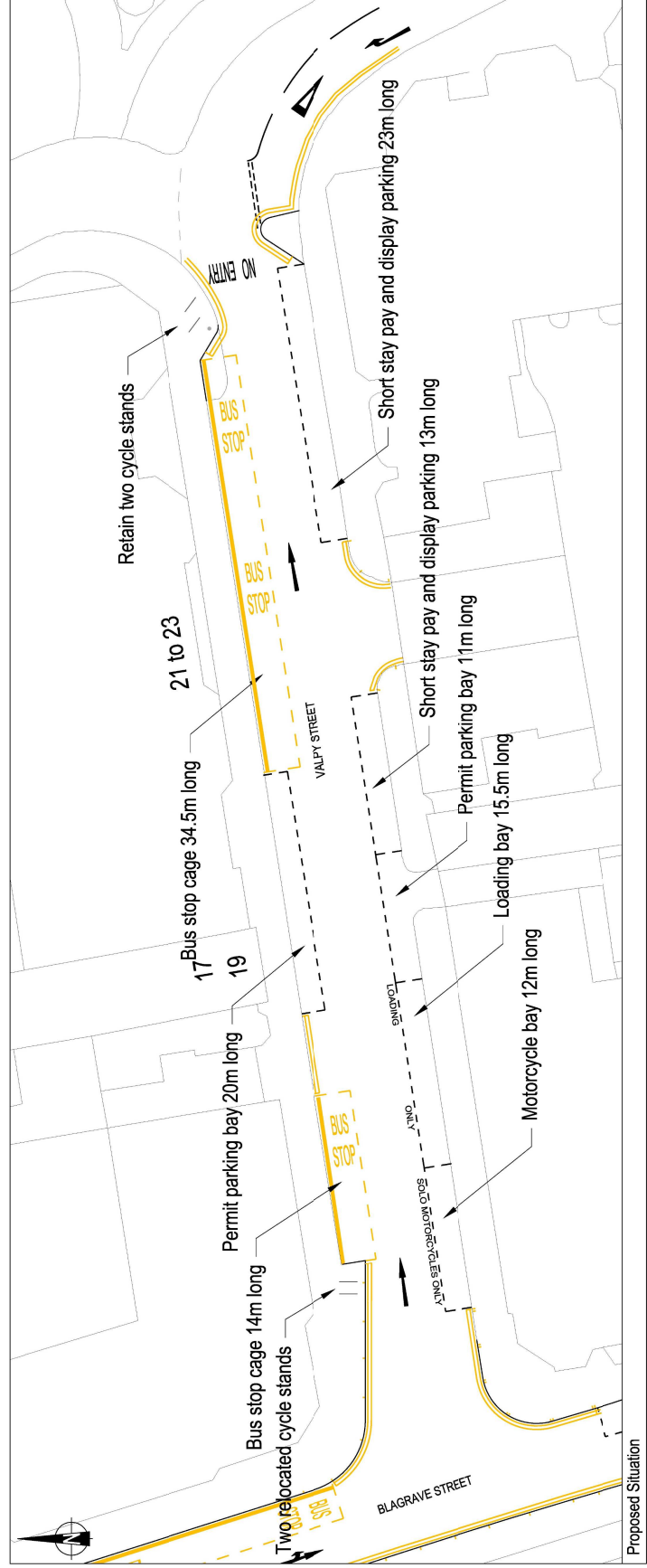
8.1 The works and legal costs will be wholly funded by the Developer.

9. BACKGROUND PAPERS

9.1 Report to Traffic Management Sub-Committee - September 2013



Existing Situation



Proposed Situation

Notes
1. Bus stands to be restricted to a 30min waiting restriction

B	Additional Note (Retain two cycle stands)	GS	7/05/2014	PB
A	Minor Amendments	GS	13/06/14	PB
Mark	Revision	Drawn	Date	Checked

SCALE NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is for information only. The Contractor is therefore advised to undertake his own investigation when the presence of any existing sewers, services, plant or apparatus may affect the operations.

Drawing Issue Sheets

PRELIMINARY - FOR DISCUSSION

MINERVA HOUSE
VALPY STREET, READING
ALTERNATIVE HIGHWAY LAYOUT

Client



Date of last issue	13/06/2014	Drawn by	GS
AD Issue	1/200	Checked by	FPB
Drawings Number	28082/001/SK007	Revision	B



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Tel: 0118 950 0761

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 TH JUNE 2014	AGENDA ITEM:	14
TITLE:	HIGHWAY MAINTENANCE UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	ASST HIGHWAYS MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To note the current position regarding additional pothole repairs.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the current position regarding additional pothole repairs.
- 2.2 That a further progress report be presented to the next meeting of the Sub-Committee.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.

4. BACKGROUND

- 4.1 At its meeting in March 2014 the Sub-Committee noted a report on the current position regarding additional pothole repairs and that a further report be presented to this meeting.

4.2 The additional pothole repair plan commenced on 29th July 2013 on a road by road basis as outlined in the previous report and detailed below:

Priority 1 - A class roads

Priority 2 - B class roads

Priority 3 - C class roads

Priority 4 - Bus Routes not on the A, B or C class roads

Priority 5 - Premier/National Cycle Routes not on the A, B or C class roads

Priority 6 - On road cycle routes not on the A, B or C class roads

4.3 The roads included in each category are detailed in Appendix 1.

4.4 At the time of preparing this report 5th June 2014 the position was as follows:

Inspection of the Priority 1 to 6 roads has been completed. However where roads listed in Appendix 1 receive their scheduled safety inspection any further potholes meeting the criteria for repair under this improvement plan will be recorded and repaired. The table below details the number of potholes identified and repaired in each category during the period 29th July 2013 to 5th June 2014.

PRIORITY	POTHOLES IDENTIFIED	POTHOLES REPAIRED
Priority 1	260	260
Priority 2	15	12
Priority 3	742	721
Priority 4	155	147
Priority 5	217	215
Priority 6	159	159

4.5 There will be a verbal update on the position up until 24th June 2014 at the meeting.

4.6 It is recommended that the Sub-Committee note the current position and that a further progress report will be presented to the September meeting of the Sub-Committee.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Defects reported by members of public on these routes will be considered for appropriate action.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. FINANCIAL IMPLICATIONS

8.1 None arising from this report.

9. BACKGROUND PAPERS

9.1 LTP document.

9.2 Correspondence from the Department for Transport.

9.3 Traffic Management Advisory Panel reports March 2012, January and March 2013.

9.4 Policy Committee report - 10th June 2013.

9.5 Traffic Management Sub-Committee reports 13th June, 12th September, 5th November 2013, 16th January and 13th March 2014.

A. PRIORITY 1**A Classified Roads****A4**

- Crown Street.
- Bath Road (Berkeley Avenue to Borough Boundary).
- Berkeley Avenue.
- London Road.

A33

- A33 (Inner Distribution Road to M4 Junction 11).

A327

- Christchurch Road.
- London Street.
- Mount Pleasant.
- Shinfield Road (Borough Boundary to Christchurch Road).
- Silver Street.
- Southampton Street.
- Whitley Street.

A329

- Bedford Road (Chatham Street to Oxford Road)
- Caversham Road (Vastern Road to Inner Distribution Road).
- Chatham Street.
- Forbury Road.
- Inner Distribution Road.
- Kings Road (Forbury Road to Cemetery Junction).
- Oxford Road (Chatham Street to Borough Boundary).
- Queens Road.
- Vastern Road.
- Watlington Street.
- Wokingham Road.

A4074

- Church Road.
- Upper Woodcote Road.
- St Peters Hill.
- Woodcote Road.

A4155

- Bath Road (Berkeley Avenue to Coley Avenue).
- Bridge Street.
- Castle Hill.
- Castle Street (Castle Hill to Inner Distribution Road).
- Caversham Road (Vastern Road to Richfield Avenue).
- Church Street.
- Henley Road.
- Prospect Street.

B. PRIORITY 2

B Classified Roads.

B481

- Peppard Road (northern section, Buckingham Drive to Borough Boundary).
- Peppard Road (southern section, Prospect Street to Buckingham Drive).
Buckingham Drive.

B3031

- Basingstoke Road.

B3345

- Briant's Avenue.
- George Street.
- Gosbrook Road (Briant's Avenue to George Street).
- Lower Henley Road.

B3350

- Elm Road.

C. PRIORITY 3

C Classified Roads.

North Reading (Caversham)

C100

- Evesham Road (between Buckingham Drive and Grove Road).
- Grove Road (between Evesham Road and Kidmore End Road).
- Hemdean Road (Church Street to Oakley Road).
- Rotherfield Way.
- Southdown Road.

C101

- Kidmore Road.
- Priest Hill.
- Shepards Lane.
- The Mount (between Priest Hill and Kidmore Road).

C102

- Albert Road.
- Conisboro Avenue (between Richmond Road and Uplands Road).
- The Mount (between The Mount/Kidmore Road and Albert Road).
- Uplands Road.

C103

- Caversham Park Road (Entire Length).

C104

- Lowfield Road (Entire Length).

C105

- Gosbrook Road (between Church Street and George Street).

C106

- Westfield Road.

C107

- Kidmore End Road.

East Reading

C200

- Eastern Avenue (Whiteknights Road to Erleigh Road).
- Eldon Road.
- Erleigh Road.
- Whiteknights Road.

C201

- Redlands Road.
- Sidmouth Street.

C202

- Craven Road.

C203

- Kendrick Road.

C204

- Pepper Lane.

C205

- Addington Road.

C206

- Alexandra Road (between Addington Road and Upper Redlands Road).
- Upper Redlands Road (between Alexandra Road and Whiteknights Road).

South Reading

C300

- Christchurch Gardens.
- Northumberland Avenue.

C301

- Buckland Road.
- Cressingham Road.
- Rose Kiln Lane (Between A33 and B3031 Basingstoke Road).

C302

- Hartland Road.

C303

- Whitley Wood Road.

C304

- Imperial Way.
- Whitley Wood Lane (between B3270 and Basingstoke Road).

C305

- Bennet Road.

West Reading

C400

- Coley Avenue.
- Mayfair.

- The Meadway.
 - Tilehurst Road.
- C401
- Cow Lane.
 - Norcot Road.
 - Portman Road.
 - Richfield Avenue.
 - Wigmore Lane (between Oxford Road and Portman Road).
- C402
- Kentwood Hill.
 - Park Lane.
 - School Road.
- C403
- Circuit Lane (Southcote Lane to Bath Road).
 - Grovelands Road.
 - Liebenrood Road.
 - Water Road.
- C404
- Dee Road.
- C405
- Burghfield Road.
 - Honey End Lane.
- C406
- Southcote Lane.
- C407
- Chapel Hill (School Road to Lower Elmstone Drive).
 - Lower Elmstone Drive (section within Borough).
 - Overdown Road.
- C408
- Beresford Road.
 - Western Elms Avenue.
- C409
- Pierces Hill.
 - Westwood Road (Pierces Hill to School Road).
- C410
- Russell Street.
- C411
- Holybrook Road.
 - St Saviours Road (Berkeley Avenue to Holybrook Road).
 - Wensley Road (Holybrook Road to Rembrandt Way).

Central Area

- C500
- Kings Road (IDR to Town Centre).
 - King Street.
- C501
- Bridge Street.
 - Castle Street.

C502

- Oxford Road (Bedford Road to West Street).

C503

- Blagrove Street.
- Duke Street.
- Friar Street.
- Forbury Road (IDR to Blagrove Street).
- Gun Street.
- High Street (inner bus loop).
- Market Place.
- Minster Street.
- St Mary's Butts
- The Forbury.
- Valpy Street.
- West Street.

C504

- Greyfriars Road.
- Tudor Road.

D. PRIORITY 4

BUS ROUTES NOT ON A/B/C NETWORK

North

- Amersham Road (Star Road to Ian Mickardo Way).
- Courtenay Drive.
- Donkin Hill.
- Highmoor Road (Woodcote Road to Albert Road).
- Kiln Road (Kiln Road to Marchwood Avenue).
- Marchwood Avenue (Phillimore Drive to Kiln Road).
- Phillimore Road.
- Tower Close (Peppard Road to Phillimore Drive).
- Woodcote Way.

Central

- King Meadow Road (Vastern Road to Napier Road).
- Napier Road.
- Station Road.

East

- Corbridge Road.
- Hexham Road (Northumberland Avenue to Corbridge Road).
- Newcastle Road (Northumberland Avenue to Corbridge Road).

South

- Gillette Way.
- Gweal Avenue.
- Lindisfarne Way.
- Manor Farm Road.
- Swallowfield Drive.
- Wensley Road (west of Rembrandt Way).
- Whale Avenue (Lindisfarne Way to Gweal Avenue).

- Whitley Wood Road (Whitley Wood Lane to Swallowfield Drive east end).

West

- Chapel Hill.
- City Road.
- Corwen Road.
- Dwyer Road.
- Hildens Drive.
- Hogarth Avenue.
- New Lane Hill (Hogarth Avenue to The Meadway).
- Spey Road.
- St Michael's Road.
- Tay Road (Dee Road to Spey Road).
- The Triangle (St Michael's Road to Walnut Way).
- Walnut Way.
- Westwood Glen.

E. PRIORITY 5

PREMIER/NATIONAL CYCLE ROUTES NOT ON A/B/C NETWORK

North

- Chiltern Road.
- Gosbrook Road (Briants Avenue to Star Road).
- Grove Road (Surley Row to Evesham Road).
- Henley Road (Loop near Milestone Way).
- Highdown Hill Road.
- Peppard Road (Lowfield Road to The Horse Close).
- Star Road (Gosbrook Road to Lower Henley Road).
- Surley Row (St Barnabas Road to Rotherfield Way).
- The Horse Close (Peppard Road to roundabout).

Central

- Great Knollys Street.

East

- Cedar Road.
- Cholmeley Road (Radstock Road to Kennetside).
- Elgar Road.
- Elgar Road South.
- Katesgrove Lane.
- Linden Road (Beech Road to Cedar Road).
- Liverpool Road.
- Northcourt Avenue.
- Radstock Road (Liverpool Road to Cholmeley Road)
- Shinfield Rise.
- Sycamore Road.
- Wellington Avenue.

South

- Brixham Road.
- Brownlow Road.

- Callington Road (Brixham Road to Northumberland Avenue).
- Cranbury Road (Prince of Wales Avenue to Oxford Road).
- Downshire Square (W) (Bath Road to Brownlow Road).
- Elm Park.
- George Street (Oxford Road to Great Knollys Street).
- Kensington Road (Norfolk Road to Oxford Road).
- Long Barn Lane (Basingstoke Road to Tavistock Road).
- Norfolk Road (Kensington Road to Elm Park).
- Prince of Wales Avenue (Kensington Road to Cranbury Road).
- Prospect Street, Reading.
- Salisbury Road.
- Tavistock Road.
- Wolseley Street.

West

- Cockney Hill.
- Granville Road (Circuit Lane to subway).
- Southcote Farm Lane.

F. PRIORITY 6

ON CARRIAGEWAY CYCLE ROUTES NOT ON A/B/C/ NETWORK

North

- Clifton Park Road.
- Conisboro Avenue (Uplands Road to north end).
- Gravel Hill.
- Hemdean Road (Oakley Road to Badgers Rise).
- St Peters Avenue.
- The Warren.

Central

- Abbey Street.
- Cardiff Road.
- De Montfort Road.
- Newport Road.
- Northfield Road.
- Randolph Road (Newport Road to Caversham Road).
- Ross Road (York Road to Swansea Road).
- Swansea Road (Cardiff Road to Ross Road).
- The Forbury (east to west section).
- York Road (Ross Road to Newport Road).

East

- Barnsdale Road (Ennerdale Road to Stanhope Road).
- Canterbury Road.
- Eastern Avenue (Crescent Road to Wokingham Road).
- Ennerdale Road.
- Glebe Road.
- Hexham Road (Corbridge Road to Stanhope Road).
- Morgan Road.
- St Peters Road (Church Road to Lennox Road).

- Stanhope Road (Barnsdale Road to Hexham Road).
- Wykeham Road (Lennox Road to Palmer Park Avenue).

South

- Falmouth Road.
- Shirley Avenue.

West

- Church End Lane.
- Circuit Lane (Southcote Lane to southern end).
- Deveron Drive.
- Forest Hill (Thirlmere Avenue to Grasmere Avenue).
- Gipsy Lane.
- Granville Road (Bath Road to subway).
- Grasmere Avenue.
- Honey End Lane (Tilehurst Road to Honey End Lane N/S section).
- Oak Tree Road.
- Pottery Road.
- Rodway Road (Oxford Road to Grasmere Avenue).
- Romany Lane (Norcot Road to Thirlmere Avenue).
- Routh Lane.
- Scours Lane.
- Thirlmere Avenue (Romany Lane to Forest Hill).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th June 2014	AGENDA ITEM:	15
TITLE:	UPDATE ON PARKING ENFORCEMENT CONTRACT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	RUTH LEUILLETTE	TEL:	0118 937 2069
JOB TITLE:	DEPUTY HEAD OF HIGHWAYS & TRANSPORT	E-MAIL:	ruth.leuillette@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of the report is to inform Councillors of the ongoing procurement process in relation to the tendering for a contractor for Parking enforcement services and to note that a report will have been taken to Policy Committee to seek delegated authority to enter into a contract with the preferred supplier in accordance with the Public Contract Regulations 2006 (as amended in 2009).

2. RECOMMENDED ACTION

The Sub-Committee is asked to:

- 2.1 Note the progress made on the retendering of the Parking Enforcement contract and that a report will be taken to Policy Committee on 23 June 2014 with a recommendation for delegated authority to enter into a contract once the tender process is completed. A verbal update will be given to this Sub Committee on the outcome of the Policy Committee.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

4. THE PROPOSAL

- 4.1 The tender is for the provision of services as set out below:
- On and Off Street Civil Enforcement

- Back Office Administration and associated services together with Penalty Charge Notice (PCN) Payment Processing and reconciliation;
- In-Car Camera Services and associated Back Office administration;
- Bus Lane Enforcement and associated back office services;
- Maintenance including Supply and Install of Pay and Display Machines and Secure Cash Collection;
- Virtual Permits System including associated IT Provision and Management of Permit Database;
- Pay by Phone Parking and cashless parking systems with associated IT Provisions.
- With an option to provide during the term of the contract vehicle clamping, vehicle removal, vehicle pound operation and all associated services.

4.2 An OJEU Prior Information Notice (PIN) was issued and an open one stage procedure is being followed where the Pre Qualification Questionnaire (PQQ) and Invitation To Tender (ITT) are combined. There is not considered to be sufficient bidders to merit a separate 2 stage process.

4.3 The enforcement of contraventions in accordance with the Road Traffic Act and the Traffic Management Act 2004 is required as Reading Borough is designated as being a Civil Enforcement Authority.

4.4 For clarity, no other changes are proposed within this report to the rules or to the operation of the current Resident's' Parking scheme or zone designations overall. If any changes are proposed these would be intended to be reported through a separate report(s) to this Committee.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

5.2 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 A press release is intended to be issued upon entering the contract with the preferred bidder. The contractor will be required to work with Reading Borough Council on the coordination of information to be provided to residents and businesses.

7. LEGAL IMPLICATIONS

7.1 It will be necessary to enter into a contract with the successful tenderer and this is covered in the Policy Committee report of 23 June 2014.

7.2 The tender process is being undertaken in accordance with the Official Journal of the European Union (OJEU) and the Council's Contract Procedure Rules and it is intended to enter into a contract based upon the most economically advantageous tender in terms of the criteria stated in the specifications.

8. FINANCIAL IMPLICATIONS

- 8.1 The value of this contract is estimated between £17m and £35.7m however this figure is indicative and is subject to the outcome of the procurement process as well as subject to whether or not any extension periods are taken up.

9. BACKGROUND PAPERS

- 9.1 Policy Committee Report 23 June 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	16
TITLE:	CONSULTATION ON THE DRAFT TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS (TSRGD) 2015 BY CENTRAL GOVERNMENT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee on the review of the Traffic Signs Regulations & General Directions (TSRGD) 2015 currently being undertaken by central government.
- 1.2 Appendix 1 provides a summary of the areas under consideration by central government in consultation with local highway authorities.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

3. POLICY CONTEXT

- 3.1 The provision of road signs and associated criteria is governed by central government and this review may allow more flexibility in the use of road signs in the future. The use of road signs is specified within existing Traffic Management Policies and Standards where we are currently obliged to follow national standards. Where local flexibility is permitted as a result of the central government review we may need to carry out our own local review.

4. THE PROPOSAL

- 4.1 The Traffic Signs Regulations & General Directions has historically been reviewed, on average, every 10-15 years. The current TSR&GD was made in 2002 and, therefore, now being reviewed. The commencement of this process culminated in 'Signing the Way' published in 2011 which set out recommendations for delivering a modernised TSRGD.
- 4.2 TSRGD has been restructured to provide more flexibility and a much greater range of sign designs that should substantially cut the need for the Department to specially authorise signs. This will be a significant saving for local authorities, and reflects the fact that they are best placed to know what signing solutions are suitable for their roads.
- 4.3 The new TSRGD allows more discretion in placing signs, in many cases removing the requirement for upright signs and markings to be placed together. It also relaxes the requirements for lighting signs, which is likely to save local authorities money in energy costs. These changes will also help reduce sign clutter.
- 4.4 It is worth noting that on the whole the appearance of the signs themselves to road users will not change. The consultation is about creating a flexible legislative framework for the future, rather than new signs.
- 4.5 Appendix 1 summaries the main areas covered by the review.
- 4.6 The consultation is of a technical nature and aimed at practitioners within local authorities. This current phase of consultation has been supported by a number of road show events. As a part of those events there has been the opportunity to feedback on particular points of detail. The most recent period of consultation closed early June 2014 with a summary of responses, including the next steps, to be published during June/July 2014.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 When the new TSRGD is produced there will be a need to carry out our own review on its use. It has been suggested that statutory consultation on parking restrictions may be relaxed. Should this be

the case we will be required to review how we carry out local consultation to ensure any change is appropriately communicated.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Minutes of Council meeting held on 25th March 2014 where the petition was originally presented.

Appendix 1

Traffic Signs Regulations & General Directions (TSRGD) review by central government in consultation with local highway authorities

General approach

The revised TSRGD will look quite different as it adopts a 'building block' approach, by prescribing the elements for the signs instead of illustrating signs individually.

The building block approach allows much greater flexibility in designing signs. For example, parking signs currently form a large part of the department's authorisation burden, as the current TSRGD does not cover the many ways authorities choose to sign parking restrictions. The new TSRGD aims to remove this by using the building block approach to allow (Local Highway Authorities) LHAs to design signs that best suit their local needs.

Parking

The Government plans radical changes to parking. By using the building block approach this increases the 'flexibility for LHAs and allow councils to design parking signs that best suit their local needs'.

The changes should reduce the need for the DfT to authorise signs 'to almost nothing, saving LHAs time and money'.

Proposed parking sign changes mean it will be for LHAs to determine what combination of signs and markings is appropriate to ensure parking restrictions can be understood by drivers and are adequately signed to meet legal obligations.

Lighting

Changes remove the lighting requirements from the following sign categories:

- Warning signs
- Regulatory cycle signs
- Bus gate and tramway terminal signs
- Lane closures and contra-flow working at road works
- Retroreflective self-righting bollard mounted signs

The document also proposes that any signs within 20 mph limits and zones would no longer need to be lit. On the basis that at slower speeds there is more time available to drivers to read the signs.

Yellow Lines

Planned changes to yellow line legislation may prove to be controversial as they would remove some powers from the public to object to road layouts.

The DfT is proposing to remove the requirement for yellow line restrictions to have an associated traffic order (TRO), including single yellow lines, double yellow lines and yellow school keep clear and zig-zag markings.

In the same way as bus stop clearways and yellow box markings do not need TROs, the marking itself will become the prohibition and can be enforced against.

Currently even minor revisions to yellow lines require LHAs to go through the process of making a new TRO and by changing this it would also remove the right of local people to object.

The DfT argue that: From the experience with yellow box markings and bus stop clearways, there is no evidence to suggest that LHAs would not continue to undertake effective consultation in order to meet the needs and expectations of their local residents.

Crossings

The DfT also plan to stop prescribing pelican crossings (it has been a long held DfT ambition to phase out the pelican crossing in favour of the puffin) although this would not mean such crossings would need to be removed from local authority areas.

The number of pelican crossings has been declining steadily as puffin crossings increase in numbers. With this, and the development of countdown and pedex crossings, the DfT are proposing that pelican crossings are no longer prescribed.

LHAs will not be required to remove or replace any crossing and existing pelican crossings can stay in place until the equipment naturally reaches the end of its life. In most cases, this is about 15-20 years.

Cycle safety

It is proposed to introduce a range of measures to help LHAs make roads safer for cyclists. These include:

- bigger cycle boxes at traffic lights to make it safer for cyclists at junctions
- low-level traffic light signals and filters that give cyclists a 'head start' on other traffic
- the roll-out of shared crossings for pedestrians and cyclists which allow those on a bicycle to cross the road safely
- removing the 'lead-in' lanes at advance stop lines, which force cyclists to enter a cycle box alongside the kerb

Regulations mergers

The TSRGD document includes its merger with the following regulations:

- The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997
- The Traffic Signs (Temporary Obstructions) Regulations 1997
- The Temporary Traffic Signs (Prescribed Bodies) (England and Wales) Regulations 1998
- The School Crossing Patrol Sign (England and Wales) Regulations 2006
- The new TSRGD will incorporate the measures in the authorisations issued to every local authority in England following the publication of 'Signing the Way'.

The consultation is supported by nine road show events, details can be found at the Institute of Highway Engineers. It will run until 12 June 2014. A summary of responses, including the next steps, will be published on 12 June 2014.

**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25th JUNE 2014	AGENDA ITEM:	17
TITLE:	READING STATION - HIGHWAY WORKS UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBAY & BATTLE
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 As previously reported to the Traffic Management Advisory Panel (the predecessor to this Sub-Committee), in April 2011 Reading Borough Council completed the Central Area Highway Works which facilitates the redevelopment of Reading Station and provides enhanced public transport interchange facilities around the Town Centre.
- 1.2 This report provides a progress update on the Reading Station Redevelopment Project and the associated highway works.
- 1.3 The report highlights the key programme dates for future works associated with Reading Station.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy.

4. THE PROPOSAL

Reading Station - Transport Interchanges

4.1 Cabinet at its meeting on 28th November 2011 agreed the recommendations of the Traffic Management Advisory Panel report on the new Reading Station Interchanges and the separate report to award the construction contracts to complete the new public transport interchanges. The contractor has been appointed and has since been working alongside Network Rail in order to deliver the interchanges.

4.2 Northern Interchange:-

The formal opening of the new interchange took place on Monday 8th July 2013. This included the opening of all new bus lanes, the majority of taxi ranks, new pedestrian crossings and new street furniture. Use of the area has substantially increased since the interchange was opened to the public and the new facilities have been well received. In particular, users have praised the new controlled crossings on Vastern Road and the convenience of the new bus stops to the nearby north station entrance.

Cycle Parking on the North

4.3 At the end of the overall programme in Summer 2014, a new cycle parking hub with a minimum of 300 racks is due to be introduced in the area currently used as a site compound on the corner of the multi-storey car park. In the interim, 193 permanent and 23 temporary cycle racks have been introduced to cater for the high demand in this area.

4.4 Southwest Interchange:-

Following the opening of the new station entrances and transfer deck during Easter 2013, the Network Rail compound area in Station Hill was handed back to the Council to allow the interchange works to commence.

4.5 The demolition of the Station Hill road structure started in April 2013 and is complete. Demolition of the Station Hill southern footway is also now complete.

4.7 The contractor has started to create the new road and footway surfaces which will lead to completion of the new interchange in September 2014.

4.8 For reference, between the start of works in June 2012 up to April 2014, the cumulative recycling figures for excavated materials is as follows:

- 29,656 tonnes of excavated materials recycled and re-used on the Reading Station interchange project and across other unrelated projects = 97%,
- 947 tonnes sent to landfill = 3%.

(A Standard construction delivery lorry would normally carry 20 tonnes, therefore approximately 1480 lorry loads of material have been recycled)

Forbury Road near Apex Plaza

- 4.9 As part of the introduction of the new northern interchange, a new section of bus lane was introduced in Forbury Road near Apex Plaza to provide an uninterrupted route for buses heading from the south to the north of the Station.
- 4.10 The road layout at this location was adjusted to create the new bus lane resulting in one inbound and one outbound general traffic lane. (prior to the change, the road layout consisted of two inbound and one outbound general traffic lanes).
- 4.11 Since the changes were made, we have received some comments from users of the area about certain buses using the inbound bus stop (near the Corn Stores Public House) for long periods of time resulting in potential obstruction and conflict issues to the general operation of traffic flow. Officers have reviewed the issue and it is clear that the inbound bus stop may need to be relocated for standing buses.
- 4.12 Officers have since looked at alternative locations for the bus operator but at the current time, due to the high level of road space demand in the whole Town Centre, there are no immediate alternatives. However, as the northern interchange works continue, an additional area of bus stops will be released in July 2014, and the main bus service using the Forbury Road inbound bus stop has agreed to relocate to the north thus removing the issue.

New north and south public squares

- 4.13 The highway works contract includes the creation of a new public square on the north side of the Station (the area currently bounded by white hoarding) and substantial improvements to the existing public square on the south side of the Station (the area in front of the Three Guineas Public House). The works to the south are programmed to take place between March 2014 and August 2014 and the works to the north are programmed to take place between February 2014 and July 2014.

New Viaduct and Cow Lane Bridges

- 4.15 The remaining works to the west of the Station at Cow Lane include a new elevated railway supported by a viaduct that is located above the northern Cow Lane bridge and a new railway depot facility off Cow Lane/Richfield Avenue. The depot facility is now fully operational and was opened by the Secretary of State for Transport. The remainder of work is well underway, and will be completed alongside the construction of a new northern Cow Lane bridge that will also provide an enhanced route for all road users. The works are programmed to be completed during summer 2015.
- 4.16 Regular progress updates between the Council and Network Rail have led to a greater understanding of all phases of the construction programme. The Council was able to advise on the most appropriate form of temporary traffic management to enable a large proportion of the viaduct works in Loverock Road to take place. A temporary one-way system on Loverock Road between Little Johns Lane and Ashmere Terrace was suggested rather than traffic signals for

reasons of safety, to maximise the available on street parking areas and to reduce disruption to the businesses by maintaining traffic flow. The temporary one-way system was introduced in April 2013 and will operate for approximately 24 months.

4.17 Regular update leaflets and meetings will continue to take place with the local community through Network Rail's ongoing communications plan.

4.18 The Oxford Road Area Study has now formally commenced with measures proposed to complement the changes at Cow Lane bridges.

4.19 Members of the Sub-Committee are asked to note the contents of this report.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Local exhibitions have been completed alongside Network Rail throughout the works.

7. LEGAL IMPLICATIONS

7.1 None relating to this report.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

9.1 The interchange works are funded by the DfT via the Council's successful Regional Funding Allocation bid with local contributions secured through S106 and

other Transport budgets. Works at Cow Lane form part of the Network Rail led Reading Station Redevelopment Project.

10. BACKGROUND PAPERS

- 10.1 TMAP reports - 10 September 2009, 11 November 2009, 10 June 2010, 4 November 2010, 17 March 2011, June 2011, November 2011, January 2012, March 2012, June 2012, September 2012, November 2012 and January 2013.
- 10.2 Cabinet reports - 11 April 2011, 12 April 2010, 14 April 2009, 1 December 2008, 29 September 2008, 29 October 2007 and 14 February 2005.
- 10.3 Traffic Management Sub-Committee reports - June 2013, September 2013, November 2013, January 2014 and March 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	18
TITLE:	EAST AREA TRANSPORT STUDY UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS, KATESGROVE, PARK & ABBEY
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update Members of the Sub-Committee on progress with the East Area Transport Study.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes this report.

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP) and existing traffic management policies and standards.

4. BACKGROUND

- 4.1 The Council, as the Local Highway Authority, is responsible for the provision, improvement and maintenance of transport infrastructure within the Borough. It is also responsible for the management of the highway network, which extends to include road safety and asset management. This requires that the Council be minded of the impacts that the highway and its use has on local communities.
- 4.2 In support of this work the Council has developed a number of area transport studies. These have previously seen the installation of a variety of measures, from dropped kerbs through to larger-scale highway works.

- 4.3 The University & Hospital Area Transport Study was established in 2011 and the Eastern Area Access Study was established in 2012. Progress for both studies is overseen by a Joint Steering Group which is chaired by the Lead Member for Strategic Environment, Planning and Transport; and comprises membership of Abbey, Redlands, Katesgrove and Park Ward Councillors, and representatives from the University of Reading and Royal Berkshire Hospital.

5. PROGRESS

- 5.1 Works commenced on the highway improvement scheme along London Road and Cemetery Junction on Monday 10th March 2014 and are progressing well. The footways have been widened and resurfaced along London Road between Sackville Street and Crown Street and the traffic signal improvements at the London Street/London Road and Crown Street/Southampton Street junctions are underway. New raised junction tables have been introduced at the London Road/East Street and London Road/Watlington Street junctions. Works at Cemetery Junction have also commenced with the changes to the pedestrian crossings and footway layouts across the junction well underway.
- 5.2 The works will continue to be divided into several different phases throughout the contract to reduce impact on the overall road network. Any works requiring lane closures will continue to only take place during the off peak hours and resurfacing of the road at Cemetery Junction will take place overnight during the summer.
- 5.3 In addition, the implementation of advisory cycle lanes on Southampton Street and Silver Street will be progressed in the Summer. The cycle lanes will be achieved by utilising existing hatched areas on the highway and therefore highway capacity will not be affected.
- 5.4 Officers have identified a preferred option in relation to discussions with the University to install a pedestrian refuge island on Pepper Lane to aid pedestrian access to both the University and Leighton Park School.
- 5.5 The proposed eastern area 20mph speed limit is currently being advertised and any objections will be reported to this meeting within a separate report.

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 To promote equality, social inclusion and a safe and healthy environment for all.
- 6.2 To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.
- 6.3 To support the Green Travel Plan policies of the University of Reading and the Royal Berkshire Hospital.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Statutory consultation has been undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 Study-wide consultations have been undertaken with residents in November 2011 and May 2012 as part of the University & Hospital Area Transport Study. A public exhibition of the proposed pedestrian and cycle schemes was held in January 2013.
- 7.3 Ongoing engagement with representatives from the University and Hospital is undertaken through the study Working Group and Steering Group meetings.

8. LEGAL IMPLICATIONS

- 8.1 None arising from this report.

9. FINANCIAL IMPLICATIONS

- 9.1 The study is funded by existing Transport budgets, including the Local Sustainable Transport Fund.

10. BACKGROUND PAPERS

- 10.1 University & Hospital Area / Eastern Area Access Study TMAP reports - June 2011, September 2011, June 2012, September 2012, November 2012, March 2013 and June 2013.
- 10.2 East Area Transport Study TMSR Reports - September 2013, November 2013, January 2014 and March 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 th June 2014	AGENDA ITEM:	19
TITLE:	LOCAL SUSTAINABLE TRANSPORT FUND UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	RUTH LEUILLETTE / HANNAH BUDNITZ	TEL:	0118 937 2069 / 0118 937 2653
JOB TITLE:	DEPUTY HEAD OF HIGHWAYS & TRANSPORT / SENIOR TRANSPORT PLANNER	E-MAIL:	ruth.leuillette@reading.gov.uk / hannah.budnitz@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package, for which £4.9m funding was approved by the Department for Transport (DfT) in July 2011 and the LSTF Large Partnership Package, for which £20.692m funding was approved by the DfT in June 2012.
- 1.2 Detailed decisions are mainly delegated to the Steering Group level in consultation with the Lead Member for Strategic Environment, Planning & Transport. The Steering Group comprises corporate and transport officers and representatives from the Public Health team and the Local Enterprise Partnership (LEP). This report includes records of recent decisions made by the Steering Group for the Sub-Committee to note.
- 1.3 This report provides an update on each of the five delivery themes of the LSTF programme, with particular focus on projects that have reached milestones within the last three months.

2. RECOMMENDED ACTION

The Sub-Committee is asked to note:

- 2.1 The progress made on the Local Sustainable Transport Fund Projects to date and that officers continue to deliver this programme and report progress to this Sub-Committee.
- 2.2 The launch of Readybike.
- 2.3 That progress is noted on the Local Sustainable Transport Fund programme.

3. POLICY CONTEXT

- 3.1 The LSTF is a £560m fund made available by the DfT with the aim of implementing local sustainable transport measures that will deliver lasting benefits to support the local economy and reduce carbon.
- 3.2 Reading successfully secured £4.9m funding in July 2011 for a LSTF Small Project to deliver a package of transport investment measures which are complementary to those already being progressed through the core Local Transport Plan (LTP) implementation programme. The package is also complementary to key planning documents including the Core Strategy, Reading Central Area Action Plan and Reading Station Area Framework.
- 3.3 In partnership with Wokingham Borough Council, West Berkshire Council, the Thames Valley Local Enterprise Partnership (LEP) and the NHS Berkshire West Primary Care Trust (public health function now located within the Local Authority), Reading secured a further £20.692m for an LSTF Large Project in June 2012 to deliver a package of transport investment measures to benefit the wider urban area.
- 3.4 The DfT issued guidance on bidding for LSTF revenue funds for 2015/16 in late December 2013. Any authority can bid for this funding, whether they have current LSTF funds or not. Reading Borough submitted a bid focusing on neighbourhood-based active travel interventions and developing more interactive online resources.
- 3.5 The Annual Outputs Survey Form has been launched by the DfT. The form differs from previous years in requesting key outputs reported in numerical form for the entire LSTF programme thus far as indicators of progress and the achievements of the LSTF, as well as outputs by delivery theme in year (as previously). The Outputs reporting is due 27 June 2014. As a recipient of a 'large' award, Reading Borough will also be required to produce and submit an Outcomes Report, but it has been agreed that the next such report will be submitted in November 2014.

4. PROGRAMME PROGRESS

- 4.1 The five delivery themes of the complete LSTF Package are Personalised Travel Planning; Fares, Ticketing and Information; Cycle Hire; Active Travel; and Park and Ride/Rail. Over 25 projects have been identified within these themes, as set out in the bid and since further developed. Substantial progress has been made on many of these projects to date and others are reaching significant milestones shortly. A summary of progress by delivery theme is outlined below.
- 4.2 **Personal Travel Planning:** The Travel Advisors held events at Reading Borough Council and offered advice to employees, as well as offering advice to other companies around Reading, including Cisco, Microsoft and Regus Group.
- 4.3 **Fares, Ticketing and Information:** Open Data Server (ODS) development works completed, testing of the system is currently being undertaken. A contractor has been appointed for Phase 1 of the signal upgrades, whilst procurement for Phase 2 is underway. Implementation of Phase 1 has been programmed between July and December with Phase 2 scheduled to be undertaken in similar timescales and

to complete in January 2015. Installation of the Bluetooth journey time monitoring system is due to complete by the end of July after which a period of data validation will be undertaken to produce live journey times for all key corridors of the urban area

- 4.4 A second round Challenge Fund was advertised for 2014/15 with 19 applications received, for grants totalling £317k. The applications included a range of projects looking at a variety of modes (although half were cycling based). There were quite a number of bids for smaller amounts of funding and a number were submitted by local charities and community groups. Grants have been awarded to 11 organisations for projects worth £159k. One project will address freight routing issues through Reading. However, the full grant will only be paid upon receipt of proof of spend and achievement of set milestones, in order to ensure value for money. The majority of projects have held initial meetings and begun work.
- 4.5 A proposal to trial Wave and Pay ticketing on the South Reading Greenwave Contract Bus Services was agreed with Reading Buses and Ticketer. This will allow passengers to use their EMV enabled 'wave and pay' bank card to purchase cash fare equivalents on-bus. This trial will involve 'closed' and 'open' stages, which are programmed for the next Quarter (July-Sept).
- 4.6 **Cycle Hire:** The Readybike scheme launched at 27 locations around town on 10 June 2014, with 200 purple and orange bicycles available. The launch event included participation from local partners and the press and was well-received. Activities using the Readybikes were arranged for Bike Week, with travel advisors encouraging and assisting new users to join the scheme.
- 4.7 The final two locations in Phase 1, Reading Station South and Earley Station were delayed due to third party matters and will go live later this summer. Depending on the popularity of the scheme over the summer and the availability of funding from elsewhere in the LSTF programme or third parties, a limited Phase 2 expansion could be developed in the Autumn.
- 4.8 **Active Travel:** Public information events were held in May in Caversham on the Pedestrian/Cycle bridge. These were well attended. Procurement is progressing, with related works to the playground to commence shortly.
- 4.9 The Cycling Strategy 2014 and annual Implementation Plan were adopted as Council policy in March 2014. A West Reading workshop took place with the Cycle Forum on 30th April. Notes and recommendations from this workshop can be found in Appendix A. New cycle parking has been installed on Wokingham Road and at Meadway Leisure Centre, and further stands are planned to be installed within the town centre. The access road alongside the Telephone Exchange in Caversham was resurfaced to improve the link, which forms part of the local and national cycle network, for pedestrians and cyclists. Branded cycle signs are being expanded to include the town centre and to support the cycle hire scheme. Improved lighting is being installed at County Lock and along the A33 footpath.
- 4.10 The detailed design is being undertaken for advisory cycle lanes on Wokingham Road, following feedback from Ward Councillors and the Cycle Forum.

- 4.11 Fergal Contracting Limited was appointed to implement the pedestrian and cycle improvements along London Road and related to the A4 Pinch Point at Cemetery Junction. Works are progressing well and are on-track for completion by September 2014. Officers have identified a preferred option in relation to discussions with the University to install a pedestrian refuge island on Pepper Lane to aid pedestrian access to both the University and Leighton Park School. Planning permission has been granted for the works to St Laurence's Church Wall, which will improve the pedestrian route alongside and works are due to start in October 2014.
- 4.12 The 'Bike It' Officer continues to work with schools across Reading, Wokingham and West Berkshire to encourage pupils, parents and staff to consider cycling and/or scooting to school. A Bike It Day was organised at St. Mary's and All Saints with all 480 pupils taking part. Events involved the school being split into three teams - Bike It, Bake It and Build It with pupils developing their cycle skills on the playground, baking bike biscuits to fundraise for pool bikes for the school and others building and painting posters for bike safety. The Bike It Officer is in New Christ Church Primary week commencing 9th June for a Dragon's Den event. The CTC Cycle Development Officer has been supporting events organised as part of the European Cycle Challenge, including community led-rides and Dr Bike sessions. The CTC programme is now concentrating on supporting the launch of the cycle hire scheme and organising events for Bike Week between 14th and 22nd June.
- 4.13 Reading participated in the European Cycling Challenge throughout May. This was the same period during which the health-funded, Reading-wide 'Beat the Street' challenge was running. The latter was organised on the model of the Caversham challenge funded by LSTF last year. The Pocket Places project also organised a workshop in May and is supporting Play Streets initiatives over the summer.
- 4.14 **Park & Ride/Rail:** Procurement of a contractor to undertake the construction works for both Mereok and Winnersh Triangle sites is ongoing and detailed design is well progressed. Heads of Terms have been negotiated between Reading and Wokingham Borough Councils.
- 4.15 Additional funding from the Department for Transport's Access for All programme has been secured for the lift bridge related to the works to create a Park & Rail site at Theale Station. This project is being led by West Berkshire and First Great Western, alongside Network Rail.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The LSTF Project supports the aims and objectives of the LTP and contributes to the Council's strategic aims, as set out below:
- To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.
 - To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Consultation activities on LTP3 during its development contributed to the LSTF submissions. Engagement is a key component of the LSTF programme and consultation with stakeholders and local communities will be undertaken throughout the project. Public events were held in Caversham in May to provide information on the pedestrian/cycle bridge.
- 6.2 A press officer has been hired to work one day a week on LSTF projects in order to initiate more proactive media engagement.
- 6.3 Individual consultations on key LSTF projects have been undertaken throughout the duration of the programme, including consultation forms being published and updated on the corporate website as appropriate.

7. LEGAL IMPLICATIONS

- 7.1 Legal support has been allocated to progress planning and land acquisition requirements for key projects and to offer contractual advice for procurement exercises.

8. FINANCIAL IMPLICATIONS

- 8.1 Funding approved by DfT for the Reading LSTF Small Package and the LSTF Large Partnership Package comprises both revenue and capital ring-fenced grants and local contributions.

9. BACKGROUND PAPERS

- 9.1 Cabinet reports - 11th April 2011 and 28th November 2011.
- 9.2 Traffic Management Advisory Panel reports 9th September 2011 to 14th March 2013.
- 9.3 Traffic Management Sub-Committee since 13th June 2013.

APPENDIX A - West Reading Cycle Forum Workshop

A West Reading workshop was held on 30th April and attended by local cycling representatives: Adrian Lawson and Tanja Rebel as well as Transport Officers: Simon Beasley and Emma Baker. The below points are a summary of suggestions discussed at the workshop, which Officers are proposing to investigate further and action as appropriate:

- Confirm cycle parking availability at destinations, such as local shops on Meadway opposite Dee Road, Southcote Farm Lane and Tilehurst Triangle and install as needed.
- Review the current discretionary road markings on the Meadway and upgrading the markings to advisory cycle lanes between Liebenrood Road Roundabout and Honey End Lane.
- Investigate opportunities to install cycle lanes on Bath Road between borough boundary and town centre, including on the bridge above the railway, and advanced stops lines at junctions.
- Improve subway link under the Bath Road near Honey End Lane (e.g. lighting, community art project and permitting cycling through the link).
- Review access barriers and remove or upgrade as appropriate.
- Install dropped kerbs along a proposed route extension between Underwood Road and Southcote Farm Lane and review barriers as per the previous action.
- Improve unmade path along Southcote Farm Lane by rolling planings into the surface as previously completed as part of the Links to Schools project.
- Investigate improving the link on the corner of Bath Road/Southcote Lane to enable cyclists to avoid the roundabout junction.
- Upgrade the pedestrian crossing on Bath Road near Downshire Square.
- Install 'Except for cyclists' sign on Prospect Street on the poles with 'no through route' signs.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	25 th JUNE 2014	AGENDA ITEM:	20
TITLE:	CYCLE FORUM MEETING NOTES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881 (x74881)
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	EMMA.BAKER@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report is to inform Members of the discussions and actions arising from the April 2014 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.
- 1.2 Cycle Forum Meeting Notes 3rd April 2014 appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached notes from the Cycle Forum meeting held on 3rd April 2014.

3. POLICY CONTEXT

- 3.1 Reading Borough Council adopted the document entitled *Cycling Strategy: September 2008* at full Council on 14 October 2008 as a supporting strategy under the Local Transport Plan 2006-2011. This document recommended regular cycling meetings to be held with relevant stakeholders to help deliver the strategy in partnership with appropriate organisations.
- 3.2 The updated Cycling Strategy 2014, *Bridging Gaps, Overcoming Barriers and Promoting Safer Cycling* was available for consultation until 10th January 2014 and adopted as Council policy on 19th March 2014 at Strategic Environment, Planning and Transport Committee. The document builds on the achievements of the 2008 Cycling Strategy, and sets out the overall ambition of encouraging more people to choose cycling as a way of getting around. This includes aiming for 2,300 additional cycle

trips every day by April 2015, and doubling the percentage of people cycling to work. This will be achieved through the delivery of various cycle improvements, including the new pedestrian and cycle bridge, initiatives supporting new or infrequent cyclists such as cycle training and hosting community workshops in neighbourhoods to better understand the issues experienced by communities when travelling locally.

4. THE PROPOSAL

- 4.1 The meeting of the Cycle Forum held on 3rd April 2014 was initially chaired by Simon Beasley and later by Councillor Gittings. The Forum was also attended by Councillor Whitham, Reading Borough Council Officers and representatives of various local cycling groups. The notes of the meeting are attached.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley

To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 As described above.

7. LEGAL IMPLICATIONS

- 7.1 None.

8. FINANCIAL IMPLICATIONS

- 8.1 None at present.

9. BACKGROUND PAPERS

- 9.1 Cycle Forum Meeting Note 29th January 2014.

CYCLE FORUM NOTES - 3RD April 2014, 6pm, CR5

1. Introductions/Apologies

Attendees

Councillor Gittings (Chair)
Councillor Whitham
Adrian Lawson (RCC)
John Lee (RCC)
Alex McKnight (Sustrans)
Peter Chan (GREN)
Tanja Rebel (GREN)
Simon Beasley (RBC)
Emma Baker (RBC)
Javed Saddique (CTC/RBC)

Apologies

Councillor Tony Page
Councillor Willis
Councillor Duveen
Councillor Maskell
Richard Pearson (RCC/Reading CTC)

2. Minutes from 29th January 2014

Minutes from the meeting on 29th January were agreed.

The meeting was initially led by Simon Beasley as agreed with the Chair who was slightly delayed. SB ran through the actions listed at the end of the previous Minutes, which resulted in the following:

Officers invited the group to advise the Council of suggested agenda items between meetings up to a week before the next scheduled meeting. AL indicated that he would coordinate responses.

Officers advised the Forum that there was no update in relation to proposals to upgrade the discretionary road markings on Meadway/Tilehurst Road. The Forum stressed that the current layout does not continue through the pedestrian refuge islands and is narrow.

SB gave an update on 20mph proposals, including that officers have approval for statutory consultation and that draft schemes will be shared at a later date.

The Forum requested a copy of the safety audit for Vastern Road. [Post Meeting Note: the contractor is still in the process of completing remedial measures, including those raised by the Forum].

A discussion took place on the Town Hall Square scheme, including the connection between Butter Market and Town Hall opposite the Post Office. The Forum repeated their request for shared-use signs to be installed outside the Town Hall to enable cyclists to join Blgrave Street/Friar Street and Market Place.

3. Cycling Strategy 2013

Officers informed the group that the updated strategy had been adopted at Strategic Environment, Planning and Transport Committee on 19th March following the three month consultation period. AL formally requested a response to Reading Cycle Campaign's submission.

ACTION - RBC to send to formal response to Reading Cycle Campaign's consultation submission.

4. Issues raised by Forum members (Standard item)

a) Press Release for Cycle Safety Event

AL expressed concerns about people offering advice on cycle safety who are not Bikeability trained. EB advised that the availability of Bikeability Instructors would be checked and an Instructor would attend the event, if available. [Post Meeting Note: JS attended event]. AM suggested copying in Police Crime Commissioner into letter to TVP regarding offering cycle training as an alternative to FPN for cycling on footways. Group were informed that the cycle map had been updated, including a new section on considerate cycling.

ACTION - Update the Group on progress at next meeting.

b) West Reading Workshop

It was noted that a West Reading Workshop was arranged to take place on 30th April.

5. Updated Cycling Strategy Action Chart (Standard item)

Officers updated the group on schemes that have been delivered or are being developed. This included discussions around proposals for Wokingham Road and Berkeley Avenue, both of which had supporting drawings to aid the discussion. The Berkeley Avenue scheme was well received, particularly the use of symbols at junctions and the potential use of rumble strips to delineate the cycle lane. AL asked whether a mandatory cycle lane can be advertised after the advisory lanes have been installed.

AL requested that the Wokingham Road drawings be amended to include a 'door zone' parallel to parking bays and that a cycle lane be accommodated outbound as minimum. A discussion also took place around opportunities to review existing traffic calming features and whether they can be changed to low-profile humps to aid cyclists. Officers advised that Forum that it is possible to consider this as part of the resurfacing programme or wider schemes.

The Forum also suggested that the unmade path on Abbotsmead Place on approach to the Telephone Exchange is improved. TR repeated her requested for the Thames Path to be improved between Scours Lane and the current tarmacked surface. Forum members also suggested that raised tables are installed along the pedestrian/cycle route on Portman Road. SB reminded Forum Members that they can inform Officers of potential ideas for cycle improvements at any time and invited them to identify their top 5 priorities.

ACTION - Update Wokingham Road drawings to reflect discussions as limitations permit.

6. Pinch Point Schemes - Update

Schemes still at concept phase so will report to future meetings.

7. Local Sustainable Transport Fund (LSTF)

EB informed the group that a submission had been made in relation to LSTF funding in 2015/16, which is revenue only.

a) Cycle Development Officer

JS updated the group on events delivered since January's meeting, including partnership working with Reading Bicycle Kitchen, initial discussions with Reading College, test rides at Prospect Park and the London to Reading cycle ride.

b) Bike It Project

EB reported highlights from the Bike It programme, including the recruitment of three new schools and interest from one secondary school.

ACTION - Invite Officer to next meeting.

c) European Cycle Challenge

The Group were informed of plans to organise community led-rides as part of the European Cycle Challenge and that 32 towns/cities would be competing.

d) Pocket Places

Cycle parking introduced as part of project including cycle hoops outside the local centre and Sheffield stands near the Youth Centre.

ACTION - Invite Officer to next meeting.

8. Date of Next Meeting

Wednesday 30th July 2014, at 6pm, in Committee Room 5

Agenda Item	Action	Expected
3	Response directly to RCC Cycling Strategy consultation submission.	By end of April
4	Update Group on progress with TVP	Next Meeting
5	Update Wokingham Road drawings	Prior to next meeting
5	Officers to circulate actions chart	Prior to next meeting
6	Include pinch-point schemes as a future agenda item.	November 2014
7	Forum requested an update on works to Station Hill	Early Summer 2014
7	Invite Sustrans Officers to meeting	Next Meeting